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East edition No 577

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October 13, 2013 **No 577** **www.kentnews.co.uk**

Take a fresh look at some of our most contentious issues

OF ALL the issues which generate debate in this county, that of live animal exports and immigration continue to divide opinion like no other.

Animal welfare groups have become past masters at running very vocal, very high profile campaigns against those they believe are treating animals poorly. And quite right too. It is a sign of a humane, sophisticated society, that we treat all living creatures with respect.

Yet all the time we are a meat-eating nation, we need to be aware of the reality of the meat market. What's more, for many farmers, exporting livestock is an essential part of their livelihoods.

Another political hot potato is immigration; especially ahead of the relaxation of labour market restrictions in January which will open our borders to Romanians and Bulgarians.

We are constantly being told of thousands flooding into the county, using our public services and taking jobs.

The reality, of course, could be very different and one which is in danger of being ignored.

So what, you may ask, do these two thorny topics have in common?

The answer is a need for rational, calm debate.

These are discussions where knee-jerk reactions and hysterics are neither helpful or insightful; where we need to guard against falling victim to stereotypes and pre-conceived notions.

In short, we need to approach them with an open mind and give equal weight to both sides of the argument; then form our opinions accordingly.

Hopefully, our articles will allow you to do just that. Let us know what you think. Have a great weekend.

Editor **Chris Britcher**

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seven days

Stories which made the headlines @kentnews.co.uk during the past week

Top cop confirms he will quit the force in January

By Marijke Cox
marijke.cox@archant.co.uk

CHIEF Constable of Kent Police, Ian Learmonth, has announced he will be retiring after three years at the helm of the county's force.

The news was announced by Police and Crime Commissioner Ann Barnes earlier this week.

Ch Con Learmonth, who has served 40 years in the police service, will retire in January.

Announcing his decision, he said: "Forty years' public service is a significant milestone and a good time to reflect.

"The timing of retirement is not an easy thing to think about, but I have decided to do so in January.

"It has been a real privilege to lead Kent Police in the service of the people of Kent.

"The force has the best officers and staff I have ever come across - totally dedicated in their duty to protecting and serving the public.

"I leave with immense feelings of pride in what they have achieved in my three and a half years as chief constable.

"To have had the honour to lead Kent Police has been both humbling and inspiring."

ON HIS WAY: Chief Constable Ian Learmonth oversaw the force during a time of deep cuts to its budget

He took over the reins when Mike Fuller, the first black chief constable in the UK, resigned to become chief inspector at the Crown Prosecution Service (CPS) in 2010.

It has not been an easy three years at the helm, as he struggles against some of the deepest cuts to the police's budget ever seen. The period of austerity resulted in the loss of both officer and civilian posts.

He was also in office to see the first elected Kent Police and Crime Commissioner take office - elected with the power to "hire and fire" the chief constable.

Mrs Barnes said this week: "He has not only had to deal with the pressures considered normal for such a high rank, but he has had to lead the force through a period of unprecedented change relating to the most severe budget cutbacks in living memory.

"Anyone connected with the policing family of Kent will know that he has managed these challenges with great skill and, despite the pressures, has always maintained the respect, and indeed the affection, of those in the force."

Baby P's mother 'asked mum to move to Kent with her' claim reports

THE mother of tragic Baby P has asked her mother to move to Kent with her following her controversial release from jail.

Tracey Connelly, 32, was jailed indefinitely in 2009, with a minimum five-year term, for allowing the death of her 17-month-old, Peter, at the hands of her boyfriend, Steven Barker, and his brother, Jason Owen.

But after serving four years in jail, and two years on remand, the Parole Board confirmed she would be freed.

It declared her 'no longer a danger to the public'.

Little Peter was found in his cot in 2007, at his home in north London, with more than 50 injuries - inflicted by his mother's partner and his brother. Injuries included a broken back.

It came despite dozens of visits to the flat in Haringey by social workers and police in the months leading up to his death. It sparked a major review into the way any possible child abuse was reported.

Speaking earlier this week to the national press, Tracey Connelly's mother, Mary O'Connor, said: "She should never come out. But even if she does, I won't be seeing her again – she's out of my life.

"She wants me to move to Kent with her, but I said no."

The brothers were once arrested for allegedly assaulting their own grandmother at her home in Whitstable, in 1995, so Hilda Barker, 82, would include them in her will, but she died from natural causes in 1996 and the pair never faced trial.

The date of Connelly's release was being kept a tightly guarded secret on Friday, amid fears of vigilante action from those appalled by her failure to stop such cruelty to her son. And her release.

More than 130,000 people joined Facebook and Twitter sites calling for action when they were released.

Unlike other high profile convicts, Connelly will not be given a new identity when she is released.

She has spent the final months of her sentence at a prison in Durham.

Will Thames Estuary airport be on December shortlist?

SIR Howard Davies, the economist tasked with helping solve the south east's airport capacity problems, says he will recommend expansion possibly in the form of two or more new runways.

In his first major public speech since taking charge of the aviation commission, he said additional capacity was needed alongside a framework managing emissions growth.

Sir Howard would not be drawn into which airports would potentially be chosen for the new runways or whether this included a new hub airport in the Thames Estuary.

Sir Howard will make a shortlist of options in December from more than 50 proposals, including several plans proposed for the Thames estuary.

Justice for Carl Davies call intensified in London protest

FAMILY and friends of a former Royal Marine, murdered on an island in the Indian Ocean, this week staged a protest outside the Foreign Office calling for it to do more in terms of support.

Carl Davies, 33, who also worked as a teacher in Swale, was found dead on Reunion Island in November 2011, where he had arrived two days before, working as a security guard for a cargo ship.

Initially thought to have been an accident, it later transpired he had been beaten to death.

Although four people have been charged with his murder, the case has yet to go to court.

His family joined a protest from others who have lost relatives abroad, at the Foreign Office's apparent lack of support and information.

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seven days

Making the headlines @kentnews.co.uk during the past week

Tributes paid after death of former Kent skipper

CRICKET chiefs paid tribute to former Kent captain David Clark on Friday, after he died aged 94.

Born in Barming, Mr Clark played 75 games for Kent between 1946 and 1951 - captaining the county for two years.

He also spent four years as club chairman during 1970-1974 and was president in 1990.

Carl Openshaw, former chairman and president of Kent County Cricket Club, said: ''David Clark was one of the most influential figures in English cricket in the second half of the 20th century.

''He was only the second man after Lord Harris to have held the posts of captain, chairman and president of Kent, and he also played leading roles in the MCC and in the administration of English cricket.''

A memorial service will be held in November.

Greg Clark big winner as our MPs secure roles in PM's reshuffled pack

By Chris Murphy
editorial@kosmedia.co.uk

THERE were a number of familiar faces benefiting from the Prime Minister's ministerial shake-up this week as Kent MPs found themselves at the centre of a Westminster reshuffle.

And it was Tunbridge Wells Conservative Greg Clark who was perhaps wearing the biggest smile after moving from financial secretary to the Treasury to become minister of state for cities and constitution in the Cabinet Office.

He now controls a massive budget designed to boost jobs and business opportunities across the UK.

He told KoS: "My job is to transfer powers and £2 billion of resources from central government to be invested locally around the country, including Kent. This is intended to boost growth and jobs.

"I have to say Kent is going to be a pretty strong contender. It is a real motor of the economy thanks to its connections to the Continent and as a location for business.

TIME FOR A CHANGE: Key Kent politicians shift jobs in shake-up

"My view has always been the people who know best where funds are needed, be it transport, land or buildings, are the people in Kent, rather than officials in Whitehall. My job is to make sure that happens."

David Cameron carried out the reshuffle of middle-ranking ministers to stimulate more impetus in our slowly recovering economy.

Also on the move was Faversham and Mid Kent MP Hugh Robertson - promoted to the job of minister of state at the Foreign and Commonwealth Office.

He had previous been sports minister during a period which included the hosting of the London 2012 Olympic Games and the failed bid to host the 2018 FIFA World Cup.

He is replaced by Helen Grant, the MP for Maidstone and the Weald. She will continue to also retain the minister for equalities role she has fulfilled in recent years.

However, her appointment has drawn some raised eye-brows from sports organisations who have questioned whether her dual role points to sport no longer being a priority for the Government as it was leading up to and immediately after the London 2012 Games.

Mrs Grant said she was "delighted".

MONSTER: Jail for Ian Baker

Sex beast gets 12 years after vile assaults

A 46-year-old man from Tunbridge Wells has been locked up for 12 years for eight sex offences including raping a young girl.

Ian Baker, from Upper Grosvenor Road, was convicted on June 19 and reappeared at Maidstone Crown Court for sentencing this week,

He was sentenced to 12 years and ordered to sign the sex offenders' register. He is banned for life from working with children.

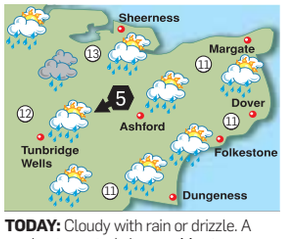
The offences took place at addresses in Tunbridge Wells on various dates between 1999 and 2004 upon a girl aged under 13.

DC Jacqueline Allen from Kent Police's combined safeguarding team at Tunbridge Wells said: "Rather than use violence, Baker tried to persuade his victim at an early age that his behaviour was normal, and that she should not tell anyone else what was going on.

"As a result, it took several years for Baker's victim to realise what was happening and to tell her family of the abuse she had suffered but we are glad she was brave enough to do so.

"We are pleased to see justice served and hope the case will offer his victim some closure.

"This case shows victims will be treated with compassion and care."



TODAY: Cloudy with rain or drizzle. A moderate easterly breeze. Max temp 10-13C (50-55F). **TONIGHT:** Cloudy with spells of rain. Min temp 6-9C (43-48F).

TODAY'S HIGH TIDE (Metres)

Dover	06.04	5.7	19.00	5.6
Margate	06.52	4.1	19.51	4.2
St Mary's	–	–	12.14	4.7

WEEK AHEAD

Monday	Max 13C	Min 6C
Tuesday	Max 14C	Min 7C
Wednesday	Max 16C	Min 10C
Thursday	Max 15C	Min 9C
Friday	Max 15C	Min 10C
Saturday	Max 15C	Min 9C

Information supplied by MeteoGroup

Cruel crook jailed for stealing cancer cash

A CROOK who stole a cancer charity box from a betting shop has been jailed.

John Dillon, 20, of Cuxton Road in Strood, was caught on CCTV going into the branch of Coral on Chatham High Street.

He was spotted reaching behind the counter to pinch the collection which contained a total of £25 in £1 coins.

He then hid the money, raised for Macmillan Cancer Support, under his jacket and left the store.

But he was identified and police alerted.

Appearing at Medway Magistrates' Court this week, he pleaded guilty to the charges and was jailed for 90 days.

PC Daniel Kerrigan said: ''Dillon saw an opportunity to make a quick buck, through unlawful means, without giving any regard to who the donations were intended for.

''The fact it was a charity box for a cancer charity makes it all the more deplorable. Fortunately he was swiftly brought to justice.''

Famous homes get blue plaque treatment

FIVE special blue plaques were unveiled across Tonbridge on Friday to mark the former homes of a host of well known figures.

Among those recognised were author EM Forster, who lived in what is now Hilden Oaks School and Nursery. He is best known for his books A Passage to India and Howard's End.

Others included a plaque to Colin Blythe, the former Kent and England cricketer who lived in Goldsmid Road. He was killed during the Battle of Passchedaele in World War One.

Fellow cricketer Colin Cowdrey's former home in Ferox Hall in the High Street was also marked.

Neville Duke, a former World War Two fighter pilot and former world air speed record holder, had a plaque unveiled at his former home in Hadlow Road, while Admiral Lord Lewin, First Sea Lord and Chief of the Defence Staff during the Falklands War, saw his Quarry Gardens home recognised.

The council intends to add other plaques.

Tourist sites count up summer sun takings

TOURISM chiefs are set to announce soaring takings over the summer season after the county cashed in on three months of good weather.

While final figures have still to be confirmed, the county's tourism champions, Visit Kent, say a number of key attractions have already reported big increases in visitor numbers.

The Historic Dockyard Chatham was up 13 per cent in August while a firm specialising in holiday cottages said bookings were up 40 per cent.

By the end of July, the number of visitors to Kent attractions were up 6.4 per cent on last year - and that was before the main crowds during the school holidays.

Sandra Matthews-Marsh, chief executive at Visit Kent, said: ''Our official figures to the end of June revealed a really good start to the season and more than 60 per cent of our attractions were confident they would perform better than last year during the next three months.

''Everyone seems to have benfited.''

agenda

What will make next week's headlines...

Teachers to strike over pay and pensions row

TEACHERS in Kent and Medway will stage a walk-out on Thursday in the row over pay, pensions and workloads.

It forms parts of an ongoing series of strikes across the country involving members of the NUT and NASUWT.

Members are angry about changes to their pensions, excessive workloads and working conditions in what they claim are "relentless attacks" on their profession by education secretary Michael Gove.

Rallies are being held in Canterbury at The Abbot Barton Hotel from 12.30-2pm, Gravesend at The Three Daws from 10-11.30am and in Maidstone at The Village Hotel from 11am-4pm.

Some schools may have to close.

Teachers argue the cumulative impact of pay freezes, an "inadequate" pay increase and issues over pensions amounts to a 15 per cent fall in teachers' real income.

Search for a new youth commissioner begins

THE recruitment process to find a new youth commissioner will start on Wednesday.

Police and Crime Commissioner Ann Barnes will invite young people to apply for the paid, year-long position.

The successful candidate will work closely alongside the PCC as a voice for young people in the county.

It comes six months after the Paris Brown affair, which saw the 17-year-old step down from the position just days after being appointed after obscene comments she made on Twitter were revealed.

A review into the recruitment process last week found it had been a a "robust, transparent and well run process".

...also

New show to hit screens

KENT is to feature as the backdrop in a new Sky Atlantic series with the first episode hitting screens on Thursday.

Produced by the makers of Hustle, Life on Mars and Broadchurch, the new 10-part thriller The Tunnel was shot at a variety of east Kent locations. Tune in at 9pm.

Kent Test results due

PARENTS will be nervously waiting to find out if their child has secured themselves a potential place at one of Kent's grammar schools on Thursday.

Results of the Kent Test, which Year Six pupils sat last month, will be sent out to families by email and post.

DIY SOS in county town

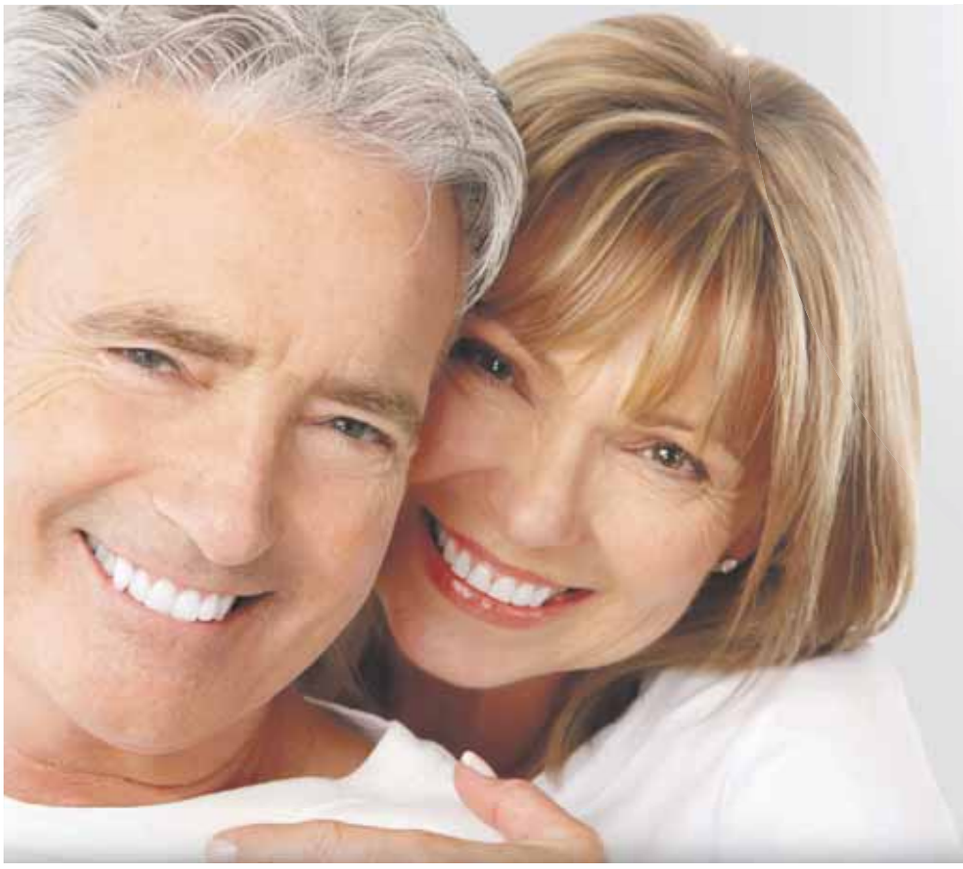
NICK Knowles and his team at DIY SOS are heading to Maidstone on Tuesday when they help former Royal Engineer and Paratrooper Mo Morris renovate a property.

DIY SOS The Big Build Maidstone will air on BBC One at 9pm.

Roux duo to cook at pub

RENOWNED chefs Albert and Michel Roux will be cooking a charity dinner at the Chaser Inn in Shipbourne on Thursday.

The event is in aid of Saint Giles Church which has suffered from bad weather and subsidence. Organisers said it was a great honour to have the Roux brothers cooking.



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Rocky road remains for live exports

Many lorries traverse the county's roads transporting goods to and from the Continent, but none draw more controversy than those carrying live animals. **Marijke Cox** reports

AT AROUND 10pm on a cool, dark autumnal evening, the hum of traffic entering and exiting the main entrance to the Port of Dover is disturbed by a commotion.

As a number of lorries head towards the well-lit complex, a band of protestors suddenly burst into life – hurling insults and waving banners.

Their faces contorted with both rage and sorrow.

Flashing past them are lorry loads of eyes, peering out of the darkness.

The drivers look uncomfortable. The residents in nearby homes increasingly annoyed at the noise.

Welcome to the ever controversial world of live animal exports.

For more than 20 years, Kent has found itself in the front line of a trade described as barbaric by some and essential and traditional by others.

And, it would appear, there is no sign of the debate losing any of the heat which extracts such an emotional response from those willing to spend hours stood on the pavement outside the port.

"Live animal exports shouldn't happen at all," says Ian Driver – a regular at the protests staged to coincide with the arrival, and departure, of the only vessel taking part in the trade from the county, the MV Joline.

A councillor on Thanet District Council, for the Greens, Mr Driver was instrumental in staging the protests when the trade operated in Ramsgate and in applying political pressure to try and stop it.

Now he makes the regular journey to Dover to join the protestors there.

"There is no reason why live animals should be shipped over to the Continent. It's such a barbaric and medieval process," he adds.

"I think it will be made illegal; even the EU is beginning to change its mind; it is becoming a lot more sympathetic. Views on what is acceptable are changing slowly. Live exports are one of the last remaining practices of cruelty to animals and they will come to an end."

But for all the arguments over animal welfare – which underpin the protestors' concerns – the reality is that live animal exports are a legitimate trade under EU law.

What is more, many farmers in the UK rely on the income generated for their very livelihoods.

The National Farmers' Union defends what has been a key part of the livestock industry.

"The UK is a grass-producing nation and, as a result, we produce quality livestock, making UK livestock and meat sought after in other EU member states," a spokesman explains. "There is nothing illegal or inherently wrong about moving animals from one part of Europe to another, provided they are well-cared for both in transit and in rearing."

There. however, lies the issue for the majority.

The protestors claim they would rather see the animals transported on hook, rather than on hoof. In other words, for the animals to be slaughtered in the UK before they are transported to the European markets.

But the demand remains for fresh meat – which means the demand is for the animals to arrive alive, and to spend time in their new country before their slaughter closer to the point of sale to the consumer.

However, to achieve that means long journeys for the animals, often in cramped conditions. What is more, there are allegations the ship provides little comfort in transit, with the animals forced to endure a lengthy journey by both road and sea before reaching the foreign abbatoir.

It is perhaps little surprise, as the gateway to Europe, that Kent has found itself so intimately involved with the trade. In the last 12 months it has made its way around the coast in a move heralded by the industry's supporters as an improvement in animal welfare; by others as a bitter blow.

Where once the trade operated only from Ramsgate – creating a journey time of many hours for the ship – today it operates out of Dover. This means the animals are on the water for far less time. But campaigners say it opens the door to more frequent crossings.

The live animal export trade reached its peak in the county during the early to mid-1990s. Prior to the BSE crisis – dubbed 'mad cow disease' by an hysterical national media – and a ban placed on British beef, thousands of cattle and sheep would leave Dover en route to the Continent.

Barely a day would pass when protesters were not gathered by the eastern docks roundabout, waving banners and shouting at lorry drivers as they transported their load into the terminal. Emotions ran high as controversy reigned.

The death of protester Jill Phipps in 1995 in Coventry, while trying to stop a lorry loaded with livestock, only went to heighten the sense of anger felt across the country by animal welfare campaigners who formed vocal opposition groups.

But the EU law remained; live animal exports was – and still is – a legal trade which has a right to operate. What is more, ports cannot introduce bans or block operators from conducting legal business unless there are genuine practical considerations.

Against rising public backlash, the ferry companies in Dover turned their backs on live exports in the mid-90s, refusing to carry the livestock lorries.

Then the BSE crisis erupted, throwing the British livestock industry into the biggest crisis of a generation. It ultimately resulted in a 10-year export ban on British beef.

With the UK's meat producing reputation in tatters, the practice of shipping live animals decreased dramatically.

But as time has passed and the BSE problem been eradicated, the live export trade re-emerged; first to the Port of Ramsgate and now to Dover.

While the number of lorries and livestock is considerably less than during the trade's peak, the number of sheep and calves transported still runs well into the thousands, according to Compassion in World Farming, one of the many organisations fighting against the trade.

Dover's ferry companies continue to refuse to carry livestock, something Dover Harbour Board (DHB), which runs the port, is prohibited to do under EU law.

After berthing tests earlier this year, the MV Joline, operated by Dutch company Barco de Vapor, started operating from the port.

The ferry companies, however, have remained steadfast in their decision not to carry the animals.

"Where we stand is exactly the same; no thanks, not interested," said P&O Ferries spokesman Brian Rees. "It was in the mid-1990s that animal rights campaigners highlighted the issue, leading to the ferry companies turning their backs on the trade.

"Some entrepreneurs saw an opportunity to step in to provide a service with boats just for livestock shipments, and this led to some ports

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trying to block them by withdrawing from the trade; like the ferry companies, they were pulling out. Dover Harbour Board tried that but was taken to court for breaching the principle of being open to the free movement of legal trade, and lost the case."

Mr Rees said it was one thing for the ferry companies to decide their commercial policies, but quite another for ports to close themselves to people trying to operate legal services.

He added: "The Port of Dover was forced to be open to approaches from specialist livestock ship operators, which is why if you knock on their door today and ask about the possibility of operating a livestock ship they have to consider the application, and that is why the boat was able to transfer from Ramsgate to Dover."

The MV Joline started operating out of Ramsgate in 2011.

Protestors were swift to vent their spleen, while legal conversations and argument began to erupt, engulfing protestors, Barco de Vapor, the port and its owner, Thanet District Council (TDC).

From the start, TDC was against live exports and demanded the Government put a ban in place.

Barco de Vapor sparked an war of words by accusing the council of leaking the times and dates of shipments to the campaigners. It was a rare public statement from a company that prefers to stay out of the limelight.

But after being a background noise for many months, the topic shot to the forefront of the policial agenda a little over a year ago amid traumatic scenes.

In September 2012, about a year after exports started, 43 sheep were shot dead after they were found severely lame and sick in the back of a lorry transporting them to the ferry. RSPCA inspectors said the animals were unable to reach their drink supplies in the vehicle.

The same day, in a separate incident, a loading area floor collapsed while sheep were being unloaded for examination and six fell in the water. Two of the animals drowned.

The debacle led to TDC enforcing a temporary ban against live exports until sufficient facilities were in place, but it proved an expensive move.

Despite reversing the ban once realising it would be penalised, the authority was served with legal proceedings by exporters challenging its decision and arguing they had lost earnings, with the council eventually agreeing to pay £80,000.

But TDC was to soon breathe a sigh of relief. While its fingers were somewhat burned by the live export saga, the trade was to eventually move back to Dover, where berthing trials for the MV Joline were taking place.

DHB, try as it might in the past, has been unable to stop such exports.

A Port of Dover spokesman explained: "In the past, DHB was taken to the High Court when it refused to allow the trade to use Dover. We lost the case and DHB was severely criticised by the judge.

"The High Court has made it clear that ports, and DHB in particular, must facilitate this legal trade. In short, shippers may choose ports but ports may not choose shippers.

"Court proceedings commenced with Ramsgate when its owners decided to ban the livestock export trade, but it reversed its decision as it became clear it would lose.

"As it is a legal trade, the only way it will stop is if there is a change in the law. This means it is a situation that only politicians can change."

Prior to being booted out as minister of state for the Department for Environment, Food and Rural Affairs (Defra) in David Cameron's reshuffle this week, David Heath had stated that "banning the export of live animals would be illegal and undermine the principle of the free movement of goods enshrined in the treaty on the functioning of the European Union".

For campaigners, however, there is more to the fight than a ban.

They argue that, unlike at Ramsgate port, government inspectors from Defra's Animal Health and Veterinary Laboratories Agency (AHVLA) carry out the checks at Dover without RSPCA inspectors there. At Ramsgate, the animal charity's own workforce was allowed into the port to oversee inspections of animals.

Ian Driver said they were pushing DHB to change its stance.

"They're not listening, which is sad," he reflected, "TDC was extremely happy to help.

"With RSPCA inspectors in Ramsgate, there were more notices served on exporters than before.

"A lot of it was problems with the vehicles, the wellbeing of the animals – there were many different issues."

Mr Driver said DHB would not give a good reason why it would not let the RSPCA into the port to oversee checks.

But port bosses told us: "Defra has been crystal clear that the RSCPA would not be permitted to take part in any statutory checks made by AHVLA inspectors."

"I believe it's economics," said Mr Driver. "Dover is a bigger port than Ramsgate. Everybody has timeslots and if the RSPCA goes in and the checks take longer it might disrupt the timeslots and cause disruption, which in the end costs money.

"They want to be a world class port at Dover and in my view they are putting this ahead of animal welfare.

"I suspect DHB doesn't want the trade there, but it's not working with us to try and make things better.

"Dover could be seen as an easy touch by live export firms and the danger is exporters will realise this and more lorries will come through."

Mr Driver stressed he believed animals were travelling in poor conditions.

A month after the death of 45 sheep, a ram was found with its horn hanging off and had to be put down.

"Every time there is a shipment we see lorries overfilled with animals, limbs sticking out and animals on top of each other," said Mr Driver. "We can watch the examinations from various positions and the government inspectors just wave the lorries through within a matter of minutes.

"They don't get looked at properly. They're packed in, sometimes 200 or 300 in there and all they get is a cursory inspection. Who knows how far they have travelled or are travelling on the other side. By not allowing these RSPCA inspectors in, DHB is complicit in animal cruelty."

Mr Driver said if "everyone did their bit" it could spell the end for animal exports: "It's a marginal trade. People don't make much money out of it and if vehicles keep being sent back to be

CONTROVERSY: Clockwise from main picture: Protestors regularly draw attention to live animal exports; the MV Joline; sheep in transit; Dover port

> **"Shippers [of live animals] may choose ports but ports may not choose shippers"**
>
> **Port of Dover,** on enabling live animal exports

> **Every time there is a shipment we see lorries overfilled with animals, limbs sticking out and animals on top of each other**

Ian Driver,
Live animal exports protestor

brought up to standard or fixed, and animals are sent back because of welfare issues, it works out as expensive and so exporters won't bother. They'll quickly start looking for another way of making money. They're not making a fortune out of this.

"All it would take is for DHB and the Government to make it a bit harder and the trade would eventually stop."

RSPCA deputy chief executive John Grounds agreed the Government's live exports checks were failing.

"It is extremely concerning that our government cannot provide clear and transparent information about its checks on these animals," he said.

But the National Farmers' Union (NFU) accused the charity of sour grapes at not being allowed in to oversee the AHVLA.

The NFU had long called for the trade to switch to Dover, in order to dramatically reduce the time spent on the water for the animals. It continues to defend the trade and urges opponents to look at the big picture.

A spokesman said: "Stock is moved for breeding, as well as further rearing and so the issue of live animal transport must be put into perspective. Calling for a ban on overseas trade or transport over eight hours will not deal with the underlying driver for these animal movements.

"There will always be demand from foreign producers to rear the livestock for the home grown market in their own countries and so there will always be a need for high quality, high welfare transport operations."

Politicians in the county, however, have thrown their weight behind the opposing brigade.

Tory MP for Dover, Charlie Elphicke, has been pushing for animal exports to be scrapped. Earlier this year he asked the farming minister to consider banning live animal exports.

"My constituents are concerned; they think them bad for animal welfare and the local economy," he said.

He called for an amendment to be made to any of the harbours and ports acts to tackle the "cruel and unwanted" trade.

In response, the minister stressed no such ban would be legal under free trade rules. It remains to be seen if his successor will take a similiar stance.

But despite the knock-backs from the Government on the issue, campaigners continue their battle.

Gavin Grant, chief executive of the RSPCA, is insistent there must be change. He said many animals – some just two-weeks old – are shipped to Europe and suffer from stress, exhaustion and thirst, adding: "Some even die on the journey."

He said inspectors at Ramsgate found injured animals, and defective watering and ventilation on trucks.

He added: "Now the trade has moved to Dover – making it the main English ferry port to facilitate this trade. Despite the lack of appropriate facilities or inspections, thousands of animals are shipped through it. They are loaded in crowded trucks and then on to an unsuitable ferry originally built as a river tank carrier."

He said the charity had requested inspectors at the port, but was turned down.

Mr Grant claims he was told by the Government that all loading of animals would be supervised.

He said: "However, a lorry full of sheep bound for the Continent was turned away from the Port of Dover after four animal health officials boarded following concerns about an 'exceptional' smell. It is thought the sheep were sent back to their place of loading, which could have been as far as Northamptonshire.

"If that lorry had not been checked, those animals could have sailed."

The RSPCA is not free of having its reputation tarnished either. It found itself dragged into the very heart of the sheep deaths in Ramsgate. After the 43 sheep were killed, questions were raised as to whether they were needlessly put down as part of an extreme move to raise awareness.

In short, drastic action to help win the overall war.

The sheep which died were said to be fit and healthy when first loaded in Northamptonshire, but later considered lame.

In horrific scenes, RSPCA inspectors used a bolt gun to put down the animals. The next day it released a graphic image of the slaughtered sheep as part of its anti-live exports campaign. The image was too disturbing to reproduce here.

The charity came in for fierce disapproval and the image was pulled from its website.

It also received criticism for, in a separate incident the same day, unloading sheep into a makeshift pen – the port at Ramsgate did not have proper facilities – which led to six animals falling into the water, killing two. The unloading had, however, been agreed by Government inspectors.

The NFU said the sheep should never have been taken out of the lorry.

A former RSPCA advisor and Kent vet, David Smith, at the time told the Daily Mail there was no "legitimate reason" to put the animals down.

"Lameness is very common in sheep and easy to treat," he said.

The National Sheep Association also said there was no need to euthanize the sheep.

The large amount of blood in the image of the dead animals also raised eyebrows, with experts pointing out that humane killing did not cause the amount of blood shown.

The RSPCA, however, said it had been carried out by officers trained in the humane euthanasia of animals.

A government report into the deaths was released earlier this year, demanding changes to ensure no repeat of last year's "regrettable event".

Controversy surrounding the trade is unlikely to lessen and while campaigners are pleased more stringent measures are in place, ultimately the primary goal is for the trade to be scrapped altogether.

If, like the NFU says, however, welfare conditions are at an acceptable standard, does it need to be banned?

Activists will, of course, say regardless of the welfare conditions, hundreds of sheep crammed in a lorry is not acceptable.

Whichever side of the fence people align themselves with, the one thing that can be agreed is that welfare conditions need to be at an acceptable standard as a starting point.

Campaigners, however, will not stop their fight until the war is won – and the trade extinguished.

■ **Have your say. Email editorial@kosmedia.co.uk or write to The Editor, KoS, Apple Barn, Hythe Road, Smeeth, Ashford TN25 6SS.**

Boys' Brigade keeping the faith as it marchs on into the future

The brainchild of Sir William Smith, this year marks the 130th anniversary of The Boys' Brigade, but can the organisation continue its close alliance to the Church and keep attracting members? **Joe Bill** reports

WAY WE WERE: Sir William Smith (left) founded The Boys' Brigade in 1883, and now has close to 50,000 members

BEFORE founding the Scout Movement, Robert Baden-Powell enrolled in a group which would provide him with the inspiration to shape his future and define his legacy.

As vice-president of the Boys' Brigade, Baden-Powell embraced its blend of adventure, discipline and religious attachment.

In fact, it was as he inspected 7,000 members of the Boys' Brigade in Glasgow in 1907, that its founder, Sir William Smith, asked Baden-Powell – then a senior figure in the British military – if he had ever considered rewriting his training manual for soldiers, to make it appeal to boys.

As a consequence of that conversation, and building on some pre-existing ideas, Baden-Powell would later that year run an experimental camp for 20 boys at Brownsea Island in Dorset – a chance to test out his theories on activities for youngsters.

Today, it is widely acknowledged to be the start of the Scout Movement.

Ironically, the Scouts would go on to dwarf the Boys' Brigade.

Rough estimates put the number associated with the Scout Association in the UK as nudging 500,000; the Boys' Brigade, close to 50,000.

But the Boys' Brigade continues, and this year celebrates its 130th anniversary. For many thousands across the county, it formed an integral part of their childhood.

The Boys' Brigade (BB) was started in 1883 by Sir William Smith, whose idea of attaching a patrol of young men to local churches in Glasgow quickly spread around the UK and overseas.

Today, there remain 27 companies across Kent, boasting 855 youngsters and 203 volunteer leaders.

The organisation's chief executive officer is Steve Dickinson.

He said: "It's a real achievement, and the longevity is testament to the countless hours that our volunteers put in week by week.

"Our difficulty, like all youth organisations, is getting volunteers in to take on the task. It's an increasing challenge, but we think we are as relevant today as we were 130 years ago.

"The attendances are stabilised and there are slight increases in a number of different areas of the country."

Defined as a 'Christian youth organisation', it remains deeply entrenched in its Church roots.

Even today, its mission statement still reads as "the advancement of Christ's kingdom among boys and the promotion of habits like obedience, reverence, discipline, self-respect and all that tends towards a true Christian manliness".

The Scouts, meanwhile, has this year opened its doors to an increasingly secular society by creating an alternative version of its famous oath of allegiance to accomodate atheists.

> **"Our difficulty is getting volunteers in to take on the task. It's an increasing challenge, but we think we are as relevant today as we were 130 years ago"**
>
> **Steve Dickinson,** BB chief exec on challenges facing organisation

Is there a danger, then, that the Scouts' open attitude to change may see it accelerate yet further beyond the Boys' Brigade? Should the BB look to take a similiar side-step?

Not according to Mr Dickinson.

"Our youth work is open to all young people, irrespective of faith," he explains. "We have young people of different faiths, and young people of no faith coming to us.

"We have never expected anybody to make a promise to come to our services.

"Yes, our leadership comes from Christian faith and Christian backgrounds and that is what we are about. But all young people are welcome to attend."

Although there exists a Girls' Brigade organisation, set up in the late 19th century, the BB does now accept female members to all of its age groups.

There are currently two main battalions in the county known as East Kent and North West Kent, with youth members aged between five and 22 representing their companies across five different age classifications.

The various age ranges mean the youngsters can work towards activities badges and the likes of the Duke of Edinburgh's Award, Young Volunteer Awards and the Queen's Badge.

Volunteer secretary for the North West Kent Battalion, Andrew Foster, is 62, but has been a member of the BB since he was eight-years-old.

He said: "We are obviously not a huge organisation, but we are still pretty active.

"Attendances do vary and, generally, I would say they are slightly down here in Kent, but not anywhere near as bad as you would imagine.

"We are holding our own."

The BB is launching a national campaign in the coming months to boost their numbers entitled 'Growing Bigger, Growing Better'.

But Mr Foster feels there is no relation between the more religious stance the organisation takes and the lacklustre figures compared with the Scouts.

"We are very similar to what the Scouts do activities wise, but we are Church orientated with some Christian-based teaching.

"But you have to move with the times. When I was a child you went to Bible class every Sunday if you wanted to be in the Boys' Brigade, but those days are long gone.

"Most Christian teaching now is conducted in parade nights and is part of the evening rather than over-focusing on it. What we do now is teach by example rather than preach."

The BB has also grown in the range of activities it offers with the likes of rafting and canoeing both now available in Kent as well as the ever-popular camping sessions.

And Mr Foster is keen to see the BB survive well past its current milestone.

He added: "You have to fit in with the modern world, if you don't, you don't survive.

"We still have church parades, but family life these days is so demanding that people don't have time on Sundays and you have to accept that.

"I think most parents understand from the start that is a part of Boys' Brigade and it is attached to a church."

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- Sir Cliff Richard
- The Proclaimers

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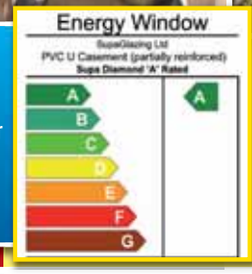

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Focus

With EU labour law restrictions lifted for 2014, much is being made of the supposed flood of workers from Bulgaria and Romania. But, asks **Marijke Cox,** is the impact set to be as dramatic and expensive as many would have us believe?

BELIEVE the political hyperbole from the right and come January 1 the county will be awash with Romanian and Bulgarians demanding jobs, benefits and plenty more besides.

Nigel Farage's Ukip is making it a key issue in the build-up to next year's European elections – heralding the relaxing of entry to the British labour market as ushering in a new wave of criminal gangs and putting local authorities under crippling strain.

But are the fears of many likely to become a reality in the cold light of day of 2014?

The answer is that no-one is entirely sure as immigration is such a difficult thing to predict.

And although many people may use Kent as the gateway to the UK, courtesy of its proximity to the Continent, the vast majority will simple pass through the county heading elsewhere.

Yet all the expert reports and findings thus far suggest the impact will be minimal.

And while even a small influx does apply a pressure which our already cash-strapped local authorities may struggle with, the reality is that the positive economic benefits would suggest they will far outweigh the bad.

The Migration Observatory at the University of Oxford has been monitoring the situation.

A spokesman explained to KoS: "There is, at present, no sound method for working out how many Romanians and Bulgarians will come.

"Nobody knows how many are going to arrive in 2014, or where they will choose to live.

"For Kent, with its many entry points from Europe, like Dover, where migrants arrive in the UK in the first place, it's understandable there are some concerns about the numbers that will stay, but it's impossible to know what will happen.

"The south east is popular with migrants, and so is likely to see migration from Romania and Bulgaria. It seems pretty certain it will happen, but we don't know to what extent."

For Kent County Council, however, failing to prepare is not an option.

KCC leader Paul Carter commissioned a report earlier this year to look at the potential numbers and impacts.

The findings, now released, are due to be discussed at a meeting with his cabinet on Monday.

The report says in the next five to 10 years 8,600 migrants from Romania and Bulgaria could settle in Kent with a potential additional demand on public services – such as schools, the NHS and policing – costing £3,120,000 after deducting the council tax they would contribute.

But 8,600 over 10 years is hardly a flood – and almost certainly dwarfed by the influx from other nationalities who don't generate such easy headlines.

What is more, it stated the net impact of such migration, deducting expected costs, would be an estimated £70,650,000 boost to the economy. Not that it's all positive for the county.

The report says: "However, a significant proportion of the economic benefit is likely to accrue at national level, whereas the majority of the costs on public services will be felt at local level in Kent.

"Also, based on the experience of existing migrant groups, it is likely some Bulgarian and Romanian migrants who come to Kent will send some of their disposable income back home to family.

"There is no reliable data on which to predict the extent to which this will happen, but it could reduce the economic value in local spending that Bulgarian and Romanian migrants contribute to Kent."

Key findings in the report are that migrants from the two countries are likely to be "light users" of public services.

But it stressed that over time, pressure will be felt in some areas.

"Demand from Romanian and Bulgarian migration for primary school places in Kent may add to existing pressure in some areas of the county," the KCC report said.

"Schools may experience additional demand as a result of in-year migration and the level of school readiness of migrant children.

"Pupils with English as an additional language may face additional challenges and require support including interpretation, translation and targeted assessment to establish need."

With regards to health services, the research suggests GP registration among migrants would be low, but that they would likely go straight to A&E if sick, subsequently putting pressure on already overstretched services.

There will also, over time, be some additional demand on maternity services.

Despite what some politicians would have you believe as hard facts, however, so much is based on conjecture and speculation.

But despite concerns over the pressures and costs, evidence suggests potential Bulgarian and Romanian migrants may not even view the UK as a destination of choice.

Polls commissioned by the BBC to find out the intentions of a small sample of migrants found only eight per cent of Romanians and 14 per cent of Bulgarians would consider the UK as a destination.

"The polls also found the majority considering migrating would not do so without a firm job offer, and that the majority planned to stay in the country they migrate to for as long as possible," the KCC report said.

But despite the research, uncertainty, ultimately, reigns.

The Migration Observatory at Oxford said the desire to predict future inflows and net migration is not surprising.

But it stressed that in the past, previous efforts have been wrong and subsequently criticised by politicians and the media.

In 2004, when EU expansion for countries under the 'A8' bracket such as Poland, Lithuania, Slovakia and Latvia came into force, Kent was on the front line of the influx.

Predictions had underestimated the numbers to arrive on our shores.

Evidence shows that since then, the number

> **"The south east is popular with migrants, so is likely to see migration from Romania and Bulgaria. It seems pretty certain it will happen, but we don't know to what extent"**
>
> **A spokesman,** for Migration Observatory at the University of Oxford

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Welcome to Kent: But are claims of a flood of EU workers justified?

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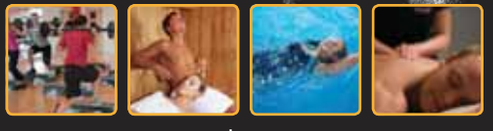

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of National Insurance number registrations for migrants in the county has risen sharply, much higher than the national average. Only in recent years has it begun to reduce in line with the national picture.

The observatory said the lifting of labour market restrictions for Romania and Bulgaria, known as 'A2' countries, will likely have less of an impact than the 'A8' countries in 2004.

After all, migrants from the two countries have already had open access to the UK for years.

While they have not had access to its labour markets, some have still been able to work in certain sectors or as self-employed migrants.

"Many of those who would be interested in travelling to and living in the UK have already come," said a spokesman from Oxford.

"Secondly, in 2004 only three EU states – the UK, the Republic of Ireland and Sweden – opened their labour markets to A8 workers without restrictions. Britain, with its large economy and flexible labour market, quickly became a leading destination.

"In 2014, the entire EU will be obliged to open labour markets fully to Romanian and Bulgarian workers.

"In this scenario, the UK might not be uniquely attractive to migrants who would have similar labour market access in other major EU economies like Germany and France, possibly leading to the UK drawing a smaller share of A2 migration."

Another factor suggesting a smaller amount of migration this time is the populations of Romania and Bulgaria.

Together they amount to around 29 million whereas the combined population of the A8 countries was around 70 million, meaning considerably less potential migrants.

But while there are arguments to say migration will be small, fears are high unemployment rates in Italy and Spain – destinations often chosen by Romanian-born emigrants – could push them to come to the UK instead.

What will happen is anyone's guess, but hysteria over an influx of migrants is not helpful to level-headed debate.

Robert McCrea, chief executive of Migrant Help, which has its headquarters in Dover, spoke to us earlier this year on the topic.

"Some politicians work with the media to get headlines out about migrants taking our houses, taking our jobs," he said.

"Migrants come here to work; they contribute through National Insurance and support themselves.

"My own feeling is there is tremendous pressure on the British economy, but I would question how much migrants actually contribute to that."

> **"My own feeling is there is tremendous pressure on the British economy, but I would question how much migrants actually contribute to that"**

Robert McCrea, chief executive of Migrant Help on migrant influx

REGION SEES HUGE RISE IN NON-UK BORN RESIDENTS

NEW research by The Migration Observatory released on Thursday, showed of the county's local authorities – including Medway – all but one are in the list of top 30 councils to have seen the biggest increase of non-UK born residents since 2001.

Of the 13 districts and boroughs, and unitary authority in Medway, 12 appear in the south east list, with Dartford second after Milton Keynes.

The district saw a jump from 4,972 non-UK born residents in 2001 to 10,981 in 2011.

Maidstone came fifth, with a rise from 7,247 to 14, 398, and Gravesend sixth with a jump from 7,264 to 14,301.

Dr Carlos Vargas-Silva, the senior researcher leading the project, said: "After London, the south east has the largest migrant population in England and Wales, and this population rose by 60 per cent to more than one million between 2001 and 2011."

Number of non-UK born residents in 2001 ... and in 2013

	2001	2013	
Dartford	4,972	10,981	UP 121%
Swale	4,492	7,791	UP 73%
Maidstone	7,247	14,398	UP 99%
Tonbridge & Malling	4,961	8,276	UP 67%
Gravesham	7,264	14,301	UP 97%
Canterbury	10,235	16,558	UP 62%
Ashford	5,638	10,963	UP 94%
Shepway	6,224	9,982	UP 60%
Thanet	6,439	11,529	UP 79%
Dover	5,241	8,167	UP 56%
Medway	15,481	27,336	UP 77%
Tunbridge Wells	7,348	11,435	UP 56%

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CALLING TIME: Actor Philip Martin Brown at the Hotel du Vin in Tunbridge Wells

Time for a change as actor plots his future

In the week his popular character in BBC TV show Waterloo Road died, **Chris Britcher** meets Kent actor Philip Martin Brown to discuss Grantly Budgen, the theatre, epilepsy and filming in Tahiti...

THERE is perhaps nothing more unsettling than meeting a former teacher in an informal setting after shrugging off the shackles of childhood.

There's the enormous difficulty of getting over the teacher-student role you both fulfilled for so long, not to mention the over-riding urge to call them 'sir' or 'miss' when you need to get their attention.

And, strangely, the situation is not dissimilar when meeting Philip Martin Brown.

Because for the last eight years the actor with a CV which reads like a list of Britain's most popular soaps and dramas over the last 30 years, has become one of the BBC's best-loved school teachers.

As the grumpy, yet sparky, Grantly Budgen in long-running prime-time drama Waterloo Road, he became synonymous with the English teacher he portrayed.

Meeting him, therefore, makes you feel like you're about to get told off.

On screen, he fulfilled an essential role in a show where the scriptwriters would frequently perform storyline gymnastics to keep audience numbers up and overcome some remarkable challenges.

This is, after all, the show which found itself needing to move the entire school and most of its main cast from Manchester to Scotland in order to tick some important political boxes for the BBC.

But amid the changes, Mr Budgen remained a constant.

He was the teacher who disappeared into cupboards to listen to the horseracing, who constantly tutted about the appearance and behaviour of the young and the mounting bureaucracy which any one in education knows only too well is a reality in today's staff rooms.

He also had the required heart of gold to make him thoroughly likeable.

All of which means the character's death this week – after a series watching him struggle with kidney failure – will have come as something of a shock to the millions who tune in each week.

As the only remaining original cast member – close friend Jason Done's character of Tom Clarkson, the only other stalwart, was killed off having plunged to his death from the roof of the school in predictably extravagant style – the public probably thought curmudgeonly Budgen was here to stay.

But the actor, 57, who since 1991 has lived in Paddock Wood, and admits Budgen is based on a former teacher he had ("you'd ask what his first name was and he'd answer 'mister" he says of the man who he now counts as a friend) had other plans.

"I was happy for the eight years on Waterloo Road," he reflects, "but if it was any longer it would be more and more difficult to find other work.

"It was my decision to leave.

"It's a big commitment filming Waterloo Road.

"If we're filming 30 episodes, then we would be on location for up to nine months at a time."

It was a daliance with the big screen that set the wheels in motion, however, to informing bosses on the show in January he wanted to quit.

"Between series six and seven I did Tinker Tailor Solider Spy. We went to film in Mumbai and I got a taste of other things.

"I realised I was tied down for such a long period. My agent was telling me I was getting other offers, but I

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was never available. So I thought it was time to try other things and so far, so good."

Philip Martin Brown's CV is certainly impressive. He has spent four decades plying his trade across the big and small screen and had some notable performances alongside some of the world's biggest names.

As mutineer John Adams in 1984's The Bounty he had a key role on a cast list which included Laurence Olivier, Anthony Hopkins, Mel Gibson, Liam Neeson, Edward Fox and Daniel Day-Lewis – before many of whom had become global icons.

"You couldn't put that cast together today," he reflects.

"But how could you not like it? Ten weeks in Tahiti and two weeks in New Zealand. It was fabulous.

"My wife came over while we were shooting and her visit coincided with filming on parts I wasn't involved in – so we were able to visit Bora Bora which was amazing, a beautiful place."

Other TV work has seen roles in everything from EastEnders to Coronation Street, The Bill to Heartbeat, and Foyle's War to Midsomer Murders.

We meet in the smart surroundings of the Hotel du Vin in Tunbridge Wells, a former popular retreat of Queen Victoria before her ascent to the throne, four days before his character breathed his last on Waterloo Road.

"I was ready to go," he says of his exit, "but I didn't realise how emotionally attached I was until it came to the last day of working and saying goodbye to people I'd known for years; we'd developed firm friendships, it was a bit of a tug at the end."

> **"I was ready to go, but I didn't realise how emotionally attached I was until it came to the last day and saying goodbye to people I'd known for years"**
>
> **Philip Martin Brown,** on exiting the cast of Waterloo Road

He arrives at the interview clutching a bag of liver he's just bought from the local butchers and admits he was approached several times by fans of the show en route.

"Like the people today, people are generally very nice. But just occasionally it gets a bit much," he explains when I ask how he copes with fame.

"For example, if I'm out for a birthday meal with my wife and we're deep in conversation and someone gets a mobile phone out and takes a photo it does feel a little intrusive.

"If they'd asked, I'd say yes, of course, but there's something about not asking... but then no actor went into the business to be anonymous."

Like his TV character, there is the distinct feeling the actor doesn't suffer fools gladly.

When I use the phrase 'typecast' in slightly the wrong context, he quite rightly corrects me, but in a manner which teeters on the brink of being patronising. Yet he is warm, polite, entertaining company and difficult not to like.

He is, if nothing else, a polished professional.

"I am a stickler for punctuality and self-discipline," he explains, "but I have to have laughter on set. I've got to have a good time, but I know when to stop.

"So turn up on time, crack the jokes, get the work done, but when they say 'action' then the jokes must stop."

He will certainly have his work cut out in the coming weeks.

Across the road from where we sit is the Assembly Hall Theatre. And on December 2 he starts rehearsals for the lead role in this year's festive pantomime. The cast of Jack and the Beanstalk has just 11 days to learn the scripts, songs and staging before

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MULTI-CASTING: The nation bid farewell to Mr Budgen on Thursday night (second left), as Philip Martin Brown now prepares for panto (right)

the public starts to flood in.

As Fleshcreep he can expect two months of solid heckling from children – very much like being back in the classroom, then.

Yet Mr Martin Brown brings a little additional realism to his fictional Waterloo Road character, having spent several years as a supply teacher at Mascalls in Paddock Wood.

Indeed, it was the school which played a large role in him moving his family to the county. Having met his wife – Pip – at college in London (they married in 1981), they had two children – a son and daughter.

But at the point the children wanted to play outside "we couldn't let them as we lived in inner-city London".

"So I said let's get out and I drew a circle within an hour's travel of London," he explains, "and one of those places was Tunbridge Wells.

"The estate agent then pointed out Paddock Wood. I came down, thought it was nice and fell in love with it.

"As soon as I saw the playing field at Mascalls of that size I couldn't resist. Where we were in London, you'd just get a backyard as a playground."

His children – his son, 29, works in consultancy, his daughter, 25, a drama assistant, advising on scripts at ITV – may have long since grown up (although he says they'll be back "cheering with the rest of them" when he is in panto), but he and his wife remain wedded to west Kent; his wife working in the local primary school.

The education theme, it seems, runs deep in the household.

"I'm trained in drama and English, but as a supply teacher you're just handed a timetable," he explains of his time at Mascalls.

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WAS IT TV'S MOST OUTRAGEOUS TWIST?

IT WAS up there with Dallas' infamous 'shower scene', when an entire series of the US soap was written off as simply a dream in order to bring back a much-loved character killed off in dramatically fashion.

But Waterloo Road's remarkable relocation from Rochdale to Scotland was as intriguing as it was difficult to script.

As part of the BBC's effort to be seen as drawing in programmes from across the UK, it was decided the show would switch its location – no easy task when the buildings and accents are as much a central character as the teachers and children whose lives the show focuses upon.

"BBC Scotland said it would keep financing it," explains Mr Martin Brown, "if it moved north of the border so we could hire a Scottish crew and pump money back into the local economy."

Eventually, viewers saw the original Waterloo Road forced to close by the local educational authority only for wealthy benefactor, and former student, Lorraine Donnogan to announce she was to set up a new school in Scotland… and offer an invitation to staff, and even students, to make the journey to move too. Thus, the main characters were saved and the school switch explained.

Not that everyone was convinced.

"You just roll with it," explains the actor, whose character moved to allow him to start a new life with dinner lady Maggie Croft, played by former Bread star Melanie Hill.

"They made it work for most people – there will always be a few who don't like it and look back to the old days – and I was one of them.

"But then Manchester was my home town and I missed it a lot. But Scottish people were lovely, and outside Glasgow we visited Mull, Skye and got around the Highlands, it was wonderful."

The scriptwriters clearly didn't feel the move was enough of a cliffhanger for the audience however.

As the coach taking staff and pupils north stopped for a photograph by the Scotland sign, a runaway van ploughed into them, leaving one pupil confined to a wheelchair in the next series. Never a dull moment in Waterloo Road, it's fair to say.

The show regularly attracts around five million viewers a week and has been commissioned for a further series.

PLEASE, SIR: The late, great Grantly Budgen

■ Waterloo Road – BBC1 on Thursday, 8pm.

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"Maths, geography, science – anything but the subjects you trained in, it seemed.

"But I like to think I know more about geography and modern languages than the average 12-year-old. Although I have been caught out a few times.

"I haven't done it since the mid 2000s. The last time was between the first two series of Waterloo Road.

"I get terribly bored very easily. I think I must suffer from the adult version of ADHD. So although I didn't need to I did some teaching there."

A genuine medical condition which has blighted his career, however, was epilepsy. Diagnosed when he was 19, at its peak he was suffering seizures up to eight times a day.

Yet, remarkably, 15 years later, he under went surgery to treat the condition, and since 1994 has not experienced one attack.

"Years ago, in medieval times," he says, "they thought it was some sort of possession by the devil.

"But now people are burned at the stake in the classroom and playground – the name-calling, the teasing. There's still a lot of that; there's still a stigma attached to it."

The condition had meant performing on stage was ruled out. Today, however, he is looking forward to treading the boards and enjoying the raucous feedback of the pantomime audience as well as frequently giving his time to helping epilepsy charities.

Does, I ask, the struggles of many theatres depress him, though – when so many rely on pantomimes to be their financial saviour each year?

OLD PALS ACT: Actress Melanie Hill plays Maggie Budgen in hit show

His answer, for a thespian, is refreshingly honest.

"I don't enjoy going to the theatre," he admits. "The amount of times I've been and been disappointed far outweigh the times I've come out excited.

"So I can quite understand a reluctance – especially given the prices.

"It needs to be fun. I saw a show at the Assembly Hall Theatre recently – the Ukulele Orchestra of Great Britain – and people could take drinks in so it became far less formal and it made the whole event fun."

Not that a career in live theatre would appear to be his next port of call. It will be television, once more, where he pops up.

Since leaving Waterloo Road he has been shooting Death Comes to Pembley – a lavish, star-studded three-part drama which will form part of the BBC's key Christmas scheduling.

He explains: "It's from a PD James novel, which is based on Pembley and the Darcy family. She's taken Pride and Prejudice and hung a murder mystery on it. It's really very clever."

He's also just finished a role on Endeavour, ITV's series based on a young Inspector Morse.

"A lot of it is about getting known again," he reflects on plunging out of the relative security of a regular drama.

The son of a Methodist minister, he was born in Manchester before moving to Carlisle then Barrow-in-Furness.

He admits to being so upset by moving from Carlisle when he was 11 and away from friends that he "dug his heels in" not to make an effort.

He describes being "terribly disruptive" at school, as a consequence, and not offered a place at sixth form.

> **"I don't really enjoy going to the theatre. The amount of times I've been and been disappointed far outweigh the times I've come out excited"**
>
> **Philip Martin Brown,** on the challenge facing our theatres

Instead he went to college and, taking his parents' advice, learned a trade, teaching, to fall back on should his dream of being an actor falter.

"My parents were always very supportive of me," he explains. "Someone once said to my father I'd either end up on the stage or in the pulpit."

When I ask if his distinct, clear voice comes from his father, he puts it more down to smoking – a habit he kicked more than 10 months ago.

For now though his focus is on keeping the work flowing in – something he acknowledges has become more difficult in recent years.

"The reason we get so many high-profile names on Waterloo Road," he says, after we discuss Angus Deayton's recent recruitment, "is because there is so little work in TV drama over recent years that there's the trickle-down effect.

"So where someone like Dustin Hoffman wouldn't consider a particular part 10 years ago, he'd take it now as there's not the work available. And that is felt all the way down the scale."

Yet the tide has begun to turn.

ITV's Downton Abbey has reinvigorated the industry and reminded channels that global sales of such shows can be enormous money-spinners, while there is an increasing number of high profile, short-run, dramas which deliver big audiences and overseas sales.

Even Sky – a company which built its reputation by acquisition of programming rather than investment – has changed in recent years.

Fuelled by its Sky Atlantic and Sky Arts channels, it is now ploughing considerable sums into original programming.

"There's nothing more expensive than drama – costume drama even more so," says Mr Martin Brown.

"TV companies have looked to wherever they can pull in an audience and not spend the money, that's the Holy Grail.

"But the balance is tipping.

"Sky has the money and is making the programmes, as are the BBC and ITV again. That is encouraging."

Given his track record of work, it would seem unlikely Philip Martin Brown will be returning to the classroom any time soon to fill the void between acting jobs.

The death of Grantly Budgen may be mourned by his many fans, but the actor who portrayed him is very much hoping life after death will be far more creatively fulfilling.

• Jack and the Beanstalk runs from December 13 to January 5. For tickets see www.assemblyhalltheatre.co.uk or call the box office on 01892 530613. Follow Philip Martin Brown on Twitter @PhilipMartinB.

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More historical sites face ruin as 17 added to heritage at-risk list

By Chris Murphy
chris.murphy@kosmedia.co.uk

A HOST of historic venues across the county have been added to English Heritage's At Risk Register – the annual guide to those sites most threatened through neglect, decay or development.

Among those identified as in most urgent need of attention is the Sheerness Dockyard complex with special mention of the boat store building.

In addition, the conservation organisation identified growing concerns with the Roman Catholic church of St Augustine of England in Ramsgate, and the Western Heights fortifications in Dover, as well as the Belvedere folly at Watershare Park in Shepherdswell.

In total, some 17 properties were added to the list this year including Sittingbourne High Street and the Archbishop's Palace in Otford.

In addition, is Baker's Hole Palaeolithic site at Swanscome and Greenhithe – which survives as two overgrown islands of unquarried land within a former chalk quarry.

The site contains undisturbed evidence of early Neanderthal man who lived in Britain between 250,000 and 200,000 years ago and is at risk due to lack of management.

It has become overgrown by thick scrub, is subject to animal burrowing and ancient animal remains are decaying from exposure to the elements.

English Heritage and Natural England are planning a detailed survey of the site to develop a long-term management plan.

Other buildings added include a Martello Tower in Sandgate.

There is some good news though, with a number of sites listed in previous years removed, notably Hadlow Tower, near Tonbridge. It has undergone a multimillion-pound renovation programme to be turned into upmarket holiday accomodation.

Others coming off the list include Mote House in Mote Park, Maidstone, the ruins of Shurland Hall in Leysdown and the Vine conservation area in Sevenoaks.

Dr Andy Brown, planning and conservation director for English Heritage in the south east, said: "While some of our most important sites have seen huge strides forward, there is still a lot left to do in order to preserve the historic buildings and places in the south east for future generations."

LEFT TO ROT: The Dockyard Church at Sheerness and Otford Palace (left) were among 17 new Kent sites named on the English Heritage At Risk List

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We pay high price for game season

When we highlighted how the pheasant season was fuelling a growing demand for game, we had plenty of reaction. Now **Rebecca Taylor**, head of campaigns for the League Against Cruel Sports, argues for a ban

LIVING in the countryside, the sound of gunfire can be as familiar as birdsong throughout autumn and winter as tableaus of men in tweed line up with their dogs and guns, shooting into the frosted landscape.

But, with an estimated 50 million birds released into the countryside each year, I believe it's high time we looked more closely at the impact the shooting industry is having.

One of my core objections to pleasure shooting is based on animal welfare grounds; however, this goes deeper than simply objecting to shooting for entertainment purposes.

Contrary to industry propaganda, far from being wild and free range, the vast majority of game birds are actually imported from across Europe, having been bred and transported hundreds of miles in hellish conditions tantamount to those found in factory farming.

At the actual shoot, many birds are not killed outright and will be left to suffer. One of the reasons is that in the UK we have no mandatory training requirements before people are allowed to shoot the birds. Even children can take part.

Sadly, the cycle of cruelty doesn't stop there. To ensure a ready supply of game birds, keepers employ cruel methods of deterring and killing predators. Birds of prey are poisoned and their nests destroyed. Snares are commonly laid, causing the captured animals to suffer long and painful deaths. Foxes and badgers are caught because snares are indiscriminate, even cats and dogs can fall victim to these barbaric contraptions.

In addition to animals' welfare concerns, there are serious impacts on the environment and species conservation to consider.

Because of the sheer volume of non-indigenous birds released into the natural environment, local wildlife is forced to compete for vital resources. Furthermore, there is evidence to suggest these farmed birds may be introducing diseases to wild animals. If any other non-indigenous animal were released into the environment, never mind in these kinds of numbers, it would be a recordable criminal offence.

The use of lead shot is another issue. Poisonous lead contaminates rivers, lakes and soil. Animals which ingest this often die.

Humans are also put in danger of road traffic accidents. Semi-tame game birds wander into roads and fly into vehicles causing accidents; in some cases these have been fatal.

The financial argument to support the shooting industry, for me, just doesn't add up either. I am yet to see an example of an area being rejuvenated by shooting industry revenue. As far as I can see, the money rarely stays local or works its way into the local economy. Furthermore, no one can estimate the money lost through people choosing not to visit an area because of shooting.

However, regardless of this, you can't put a price on the welfare and conservation of animals, the safety of residents or the condition of our natural environment, and this is precisely why the league calls for a ban on the shooting of live targets for sport.

■ **See letters for more response to the article. And share your views. Email editorial@kosmedia.co.uk or write to The Editor, KoS, Apple Barn, Hythe Road, Smeeth, Ashford TN25 6SS.**

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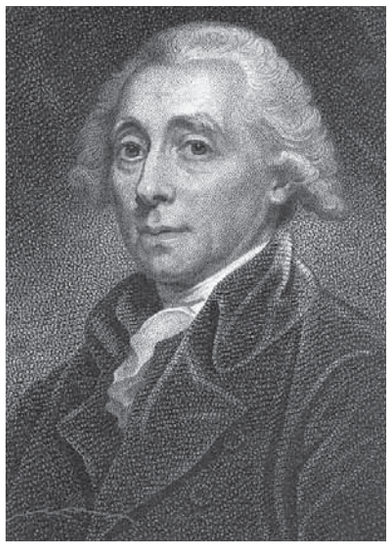

TASTE: Newnham's James Pimm invented the punch for diners at his London restaurants

Raise a glass to Mr Pimm and his remarkable fruity legacy

By Joe Bill
joe.bill@archant.co.uk

AS THE final warmth of summer drifts away, for many it means one of the drinks synonymous with the season returns to the cupboard.

But you may wish to keep the bottle out to toast its origins one final time.

Because Pimm's originates in a village on the outskirts of Faversham and from humble beginnings, its No.1 variety has firmly established itself as one of the nation's favourites.

Based on gin, its dark red citrus and spice flavour, when blended with tonic or lemonade and a selection of summer fruits, has become a favourite of picnics and outdoor events.

Its founder was James Pimm. He was born in Newnham in 1792 as part of a farming family who worked on land around the village in the Syndale Valley.

As a young man Pimm attended university in Edinburgh before returning to Kent to marry Chatham-born Mary Southernden Mallery.

With his wife's family working in the fishing industry around the county, James Pimm hatched a plan to take shellfish to London, selling them at Billingsgate market.

Before long he had opened a restaurant close to Buckingham Palace which sold fresh oysters for the capital's hoi polloi to enjoy as a snack.

It has been said that it was on one of his journeys from Kent into London that Pimm came up with the idea to offer a drink as the City gents knocked back his oysters.

Gin was often the tipple of choice at the Pimm's Oyster House, but because of its bitter taste, it was knocked back and not savoured.

So, in 1840, Pimm created a tonic containing a secret mixture of herbs, fruit and liqueurs as an aid to digestion, serving it in a small tankard known as a "No. 1 Cup" – the name which remains today.

Within 10 years, the Kent-born creator had five restaurants and the Pimm's drink was being produced on a far larger scale before it was sold commercially.

Pimm's wife, Mary, died in 1864, aged 68, at the family home in East Peckham, leaving behind their seven children.

A year later, Pimm sold the business and the right to use his name to businessman Frederick Sawyer and retired in his beloved Kent.

James Pimm died just two years after his wife on August 16, 1866, in East Peckham and was buried at the nearby Holy Trinity Church, where you can still see his headstone.

Pimm's has since become a brand known across the world, but the secret recipe created in Kent remains exactly that, a secret, with only a handful at the company's owners, drinks giant Diageo plc, knowing how the drink is made.

A spokesman for Pimm's believes Kentish people should be proud of the origin of the famous drink.

He told KoS: "The Pimm's brand is synonymous with Britishness and it's great to see the heritage of James Pimm's infamous tipple is still being enjoyed and loved by Brits today more than 170 years after the conception of his Pimm's No. 1 Cup back in 1840."

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Some items slightly marked or end of range

Fears change in law could bring a halt to Remembrance Day parades

… but Kent Police confirm support after confusion over Chatham event sparks row. **Marijke Cox** reports

ORGANISERS of Chatham's traditional Remembrance Day parade will meet with police on Monday hoping to iron out confusion which forced police chiefs to reassure the public there was no risk to similiar events.

A row erupted after leader of the Medway Labour group, Vince Maple, claimed the event in Chatham was in jeopardy as police were threatening to withdraw support.

It is understood police had proposed an alternative route as a result of a change in laws which give police less powers to regulate traffic for such events, and can no longer provide officers to close roads.

The county's top policeman – Chief Constable Ian Learmonth – moved quickly to confirm no parades anywhere in the county would be derailed as a result of police withdrawing support.

He stressed that Kent Police would continue to have a presence at more than 70 Remembrance Day events and would provide support and guidance with parade organisers – among them 12 officers at Chatham.

Ch Insp Bryan Whittaker said: "The force is committed to supporting our colleagues at the Royal British Legion in the running of their event and have provided suggested alternative routes that are practical, safe and can be resourced by police and marshals.

"I am disappointed that after months of discussions in which these suggestions have been put forward, that there has been a breakdown in communication at this late stage."

Cllr Maple, who pointed out the event was not organised by the Legion, but by the community, said he welcomed the news the police would be there, but questioned why there had been disagreements over the route.

"What is wrong with the route that has been used for 15 years?" he said.

"The alternative route has a steep hill. Chatham is not like the Netherlands, it has lots of hills. It might be pleasant to watch from there, but not suitable for the type of parade which will have lots of young children and veterans.

"We are having a meeting with organisers and the police on Monday for more discussions."

DAY OF PRIDE: The annual poppy day parades take place on Remembrance Sunday, which is on November 10

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Don Powell, drummer with 70s band Slade, talks about overcoming the short-term memory loss he suffered in a car crash to continue his career

the arts page 44 »

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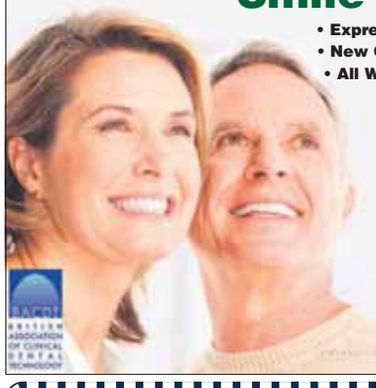

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MULTIPLEX: Artist's impression of a multi-million pound vision for Tonbridge town centre

Regeneration to bring revolution to town centre

By Chris Murphy
editorial@kosmedia.co.uk

TONBRIDGE town centre is set for a multimillion-pound facelift which will see a multiplex cinema, restaurants and major new leisure facility in what council chiefs describe as a "once in a generation" opportunity.

It will be the area's biggest transformation since the town's football club sold its town centre site in 1980, to make way for the Angel Centre complex.

Now one of the key tenants on that site – Sainsbury's – has teamed up with the council to unveil the ambitious scheme which would breathe vital new life into the town.

On the existing Angel Centre site, Sainsbury's intends to build a new superstore, along with a petrol station, six-screen cinema, restaurants and parking, as well as creating strong links with the High Street.

Tonbridge and Malling Borough Council will look to create a new leisure and community centre on what is currently the Bradford Street car park. This would include a three-court multi-purpose sports hall, gym, fitness studio, changing rooms, community space and multi-purpose rooms.

Charity Age UK, which currently operates from the site, will be provided with new offices as part of the plans.

A council spokesman said: "The combined multimillion-pound investment will draw shoppers back to Tonbridge and underpin the vitality and economic success of the town for the next generation. This will come at no cost to the council tax payer."

Plans went on public display on Friday for two days.

Council leader Nicolas Heslop said: "We look forward to receiving local feedback because this will play a valuable role in shaping the final vision for Tonbridge town centre.

"The provision of an improved retail and leisure offer, the creation of new jobs, enhanced public spaces and car parking supported by a significant investment by Sainsbury's is a once in a generation opportunity for us."

Ross Castle, Sainsbury's portfolio development manager said: "We pleased to be working with the council to bring forward an exciting new retail and leisure destination for Tonbridge.

"The investment will regenerate the town centre and create hundreds of new jobs for local people."

For many years Tonbridge has been forced to watch on as nearby Tunbridge Wells continued the expansion of its retail offering, while its more traditional town centre suffered the fate of many others as traders shut up shop.

In recent years, there has been much debate about potentially pedestrianising the main High Street area in order to allow the town's centre to thrive.

However, it would seem likely this scheme could be what is needed to finally unlock its undoubted potential.

• What do you think of the plans? Share your views by emailing editorial@kosmedia.co.uk or write to The Editor, KoS, Apple Barn, Hythe Road, Smeeth, Ashford TN25 6SS.

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Still right to give youth a chance

Kent Police and Crime Commissioner **Ann Barnes** reflects on the recent findings over the recruitment process used to hire youth commissioner Paris Brown that ended in nationwide controversy and debate

THIS week saw the publication of an independent report into the process I used for the recruitment of a Kent youth commissioner earlier this year.

Clearly, things didn't work out as planned.

I promised to have an independent report undertaken so everyone could be clear on what happened and why.

The report can be found in its entirety on my website – www.kent-pcc.gov.uk.

For me, it can be summarised as a classic case of something falling between two stools.

My office didn't ask for social networking vetting, and the force didn't advise it. I take responsibility for that, but I hope the people of Kent will agree it's time to move on.

Why do I believe this post is so important? Well, for a whole host of reasons, but here are just some.

The media is full of reports of the perils of the new internet age for young people.

Only a few days ago, a national newspaper headline bellowed out that more than one million UK youngsters had been bullied in some form on the internet.

That's one million, not in total, but every day. Yes, every day.

Experts in Kent Police tell me the age that young people can get involved in this unpleasant side of the web has fallen significantly.

It's now affecting some young people attending primary schools.

The problems are not just related to the internet and social networking.

On top of these relatively new perils, it's fair to say there are a significant number of young people at risk of being drawn into a life of crime.

I know this from my time as a teacher of 27 years and a magistrate of 25 years.

Once a young person falls into the criminal justice system, it's very hard to get them out.

These are the reasons behind my continued commitment to the idea.

It's time to move on and put the difficulties of the past recruitment behind us.

I am refocusing on getting a youth commissioner in post to help protect our young people from becoming a victim, and to help prevent young people from turning to a life of crime.

HUGE ROW: Paris Brown

Yes, there were problems and the first run didn't work out.

But it would be wrong to give up on an idea just because there were problems getting it to work.

I was particularly pleased to note the widespread support for this initiative at the recent meeting of the Police and Crime Panel, which questions and probes my decisions as commissioner.

A youth commissioner will be someone to whom young people can relate.

I already have a number of initiatives 'ready to go' and am about to announce new funding for extra work in the county's primary schools.

The recruitment will open on October 16. I urge everyone with the interests of the county's young people at heart to get behind this important initiative.

Best wishes, Ann

...your police and crime commissioner

DETERMINED: Andrew Thomas has had just three weeks' experience of sailing before setting out on his epic challenge

Boss turns up the heat in 8,000-mile yacht challenge in aid of charity

By Chris Murphy
editorial@kosmedia.co.uk

NORMALY, Andrew Thomas spends his week resolving the challenges he faces as boss of a heating company in Canterbury.

The next few weeks, however, will be a little different.

Because instead of paperwork and customers, Mr Thomas will find himself facing the elements as he battles the high seas travelling 8,000 miles. What's more, he's paying £15,000 for the privilege – and raising thousands for charity.

His payment has secured him a place on the PSP Logistics boat taking part in the Clipper Round the World Yacht Race and last weekend he jetted out to Rio in Brazil to join his boat.

And this week he has been en route to Cape Town in South Africa, before heading on to Australia as part of a nine-week adventure.

Speaking to us the day before he flew out, Mr Thomas admitted he had been a complete novice when it came to sailing, and has had just three weeks of training for his voyage.

He said: "This came up and I thought I would give it a go. I admit I am really apprehensive. Not scared, but a little worried considering the waters we will be sailing through."

He joined the boat in Rio for the start of the second leg of the race, sailing to Cape Town. After a rest period they will then set off for Australia, before he finally flies home.

The 50-year-old, who works for Heat Design Ltd, said: "My wife Debbie has been great and given me permission to go."

He hopes to raise at least £8,000 for the Strode Park Foundation, a Herne-based charity for children and adults with disabilities, offering respite, assisted living care, holidays and independent life skills training.

He said: "This is the only round the world yacht event open to non-professional crew, with the majority of entrants not having sailed before."

It started on September 1 in London with 12 matched yachts leaving St Katherine's Dock heading for Brazil.

The third leg, from South Africa to Australia, across the Southern Ocean, is known for having some of the most hazardous waters, with giant waves and constant high winds.

He said: "The distance travelled for my part in the race is approximately 8,000 miles.

"I had to undergo three weeks of rigorous training, testing my physical and mental endurance to the limit, to the point I had to question, on occasion, my reasons for taking part, but this is the opportunity of a lifetime. There is even a chance our boat can win – that would be brilliant. This is not just going sailing. This is a race, and I want to be part of the winning team. When you are on shift, you are really on it every inch of the way; even at night in mountainous seas that you can't see in front of you.

"But when my reasons for doing it became cloudy during training I decided this had to be for charity. It gave me something to focus on.

"It is my hope and intention to raise money equal to the miles travelled."

The company owner stressed: "All my costs for taking part are covered so all donations will go to the charity."

See www.justgiving.com/Andrew-Thomas25 to help with a donation.

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Parade to mark mayor

NEW Romney celebrated a very special anniversary this week - raising a glass to an act by one of our most famous historic monarchs.

The Cinque Port town has been marking the 450th anniversary of when New Romney got its first mayor, John Cheeseman in 1563, courtesy of a charter signed by Queen Elizabeth.

On Tuesday, there was a major civic parade through the streets, culminating in a service at St Nicholas Church, conducted by the Bishop of Dover.

Among those attending was the Lord Warden of the Cinque Ports, Admiral the Lord Boyce, the High Sheriff of Kent and the Deputy Lieutenant of Kent.

Competition

Win tickets to Leeds Castle for Halloween

ARE you brave enough to experience the spooky goings-on at "the loveliest castle in the world"?

Then why not bring the whole family to the Halloween events taking place at Leeds Castle during the autumn half-term.

From October 26 to November 3, join in the fun with creepy crafts, face-painting and a pumpkin trail through the grounds.

And you could be there for free courtesy of our great competition. We have five annual family tickets – which give entry to two adults and two children all-year-round including Halloween – up for grabs.

Dare you venture into the 'spooky maze'? Raggedy Jack will be on hand with ghostly tales and stories.

Meanwhile, for an extra £15, older visitors can discover the unpleasant side of Leeds Castle on All Hallows Eve with the 'Blood, Boils and Black Death' new evening tour.

The guides will take you on a grisly walk through the castle at night, while telling you its wonderfully gruesome history including tales of the time the castle was used as a hospital and the outbreak of the Black Death.

To be in with a chance of winning one of the five tickets up for grabs, simply answer the following question:

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Usual terms and conditions apply – full details of which can be found on our website www.kentnews.co.uk. Please note if you should enter after the closing deadline of October 14, 2013, your entry will not be valid, but you still may be charged.

SMS services are provided by BBA Digital Helpline Telephone 0844 3572403. Alternatively, enter by post to Halloween Competition, Archant KOS Media, Apple Barn, Hythe Road, Smeeth, Kent TN25 6SS, including your name, address, postcode and contact telephone number.

And don't worry if you're not one of the lucky winners. For details and to book see www.leeds-castle.com/events.

Dreamland is back on track as legal challenge is rejected

Marijke Cox looks at the six-year campaign to save Margate's amusement park as it celebrates success

IT'S been a long and difficult road.

Blighted by uncertainty on what should have been an exciting journey; cynics around every corner predicting a bleak future.

Dreamland in Margate has, after all, sat desolate for some six years, a stark reminder of what used to be. No-one could blame the community for becoming disheartened.

But it was the community, with the help of Thanet District Council, which came to the rescue.

A six-year campaign by local people to save the site from redevelopment and instead preserve this important part of British culture led to the creation of the Dreamland Trust and the plan to turn it into the world's first heritage amusement park.

But it was never going to be easy.

Legal battles ensued, TDC served a compulsory purchase order (CPO) and appeals were submitted by the then-owner to try and put a stop to the council and trust's plans.

It was, ironically, a rollercoaster ride to where they are today.

But in what has finally sealed a future for the site, the Court of Appeal this week threw out a legal bid by DreamlandLive, previously the Margate Town Regeneration Company.

The firm, which owned the site for years, was attempting to challenge the High Court's decision to uphold the council's CPO.

DreamlandLive said it wanted to redevelop the site itself with a mix of entertainment funded by "much-needed" quality housing.

But critics argued the company had previously failed to do anything with the site and it had sat empty for years, therefore it was time for someone else, namely the Dreamland Trust and its supporters, to take over.

Jan Leandro, heritage and engagement manager at the trust, told KoS the defeat of the appeal was a significant step forward.

"It's been frustrating, more than anything else because it's slowed us down," she said.

"We've done as much background work as possible but we couldn't push forward with the physical work.

"This will now start in January after surveys are done over the next eight weeks. These were done two years ago, but have to be carried out again after the long delay.

"We're now moving towards an opening of Easter 2015."

Movement on the site is expected to revive tired hopes of a future for the seaside attraction and next spring it is hoped an area will open on the seafront to allow visitors and residents to engage with the project.

"We'll be doing events next year, lots of activities – we want to have a viewing platform," said Ms Leandro. "It's all the build up to the opening."

THE RECENT LEGAL BATTLE

June 2011	TDC serves a compulsory purchase order (CPO) on the Dreamland site owners
January 2012	Landowners challenge the CPO and it goes to public inquiry
August 2012	TDC receives approval from the Secretary of State for the CPO - a decision immediately challenged by the landowners.
March 2013	Two-day hearing takes place at the High Court. It dismisses the challenge against the Secretary of State.
May 2013	The landowners appeal the decision by the High Court.
August 2013	Cabinet at TDC agrees to authorise a general vesting declaration, a way of acquiring the land
September 3	Site transfers to TDC
September 25	Court of Appeal hearing
October 8	Appeal dismissed

Work is now under way to protect the three important heritage assets on the site; the Grade II-listed Scenic Railway, the Grade II-listed cinema building and the Grade II-listed Menagerie Cages – the oldest zoo cages in the UK.

Behind the scenes, the all important brand and creative design for the site is also being worked on – a joint effort between the Dreamland Trust and HemingwayDesign, the company belonging to the founder of fashion brand Red or Dead, Wayne Hemingway.

Labour leader of Thanet District Council, Clive Hart, said Dreamland was a precious asset for Thanet and he was thrilled with the Court of Appeal ruling.

Although ownership of the site transferred to the council on September 3, an appeal by the owners meant a question mark had still hovered over its future.

"With significant external funding in place and overwhelming public support, we have remained confident in our vision to create a world class visitor attraction on this site," said Cllr Hart.

"We believe the compulsory purchase of the land was the only viable option to save and restore Dreamland, given the unacceptable length of time it has remained empty."

The heritage park – or rather, an "amusement park of thrilling historic rides" as the council insisted it be refered to in the press this week – is funded by the Heritage Lottery Fund, the Department of Culture, Media and Sport's Sea Change programme and TDC.

The first phase will cost £10m.

At the very heart of the proposals is the much-loved Scenic Railway, built in 1920 and the UK's oldest rollercoaster.

It has a turbulent past, surviving a fire by a suspected arsonist in April 2008 where its middle section was destroyed. The ride, which needs restoring, is set to be the focal point of the restored site.

> **"We have remained confident in our vision to create a world class visitor attraction"**
>
> **Clive Hart,**
> of Thanet District Council

Jan Leandro said: "It will be a nervous time leading up to that first ride on the Scenic Railway – it will be a really important moment, what we have been working towards."

KoS contacted DreamlandLive for a comment but received no reponse.

Previously, chairman Toby Hunter has criticised the council's plans, saying that they were not financially viable.

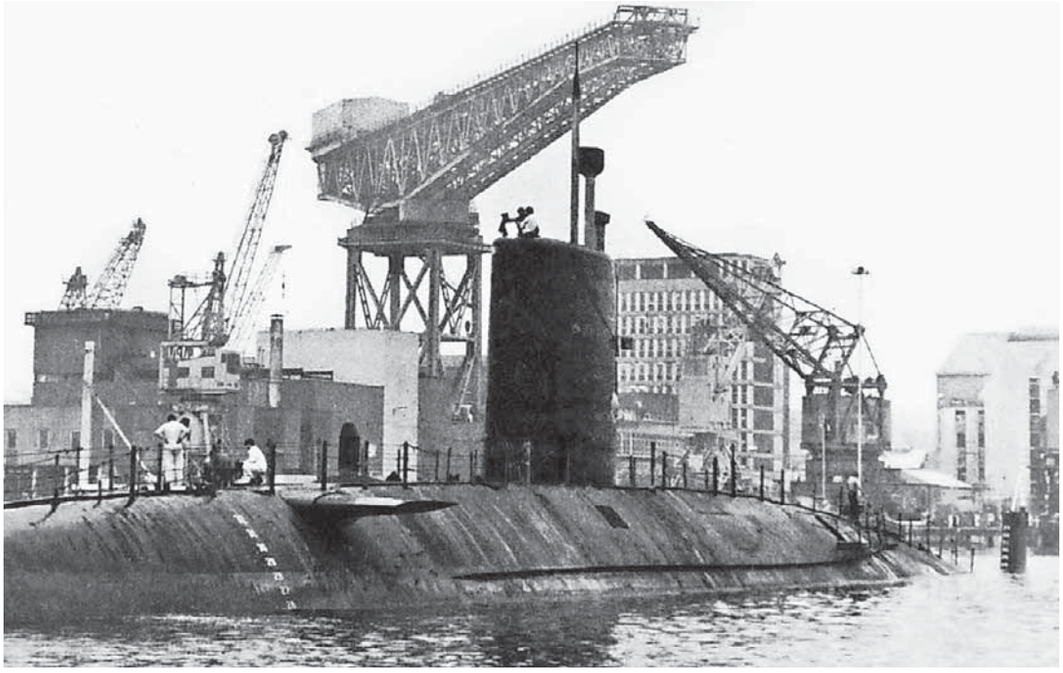
Instead, DreamlandLive wanted to revive its own project, which involved an amusement park and 500 homes.

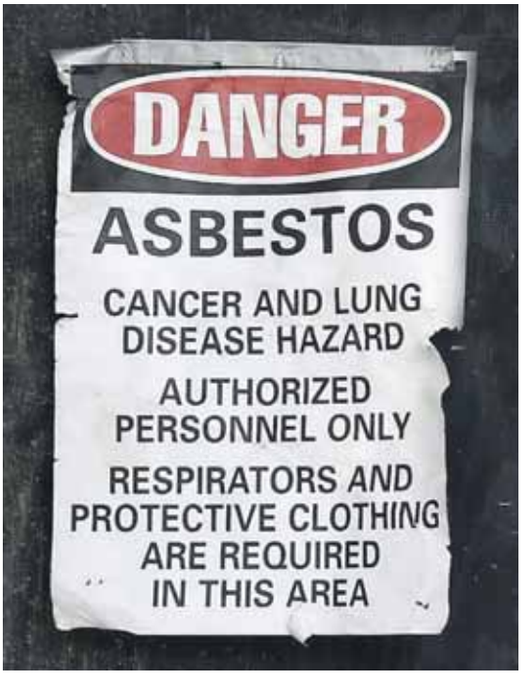
Speaking to the BBC, Mr Hunter criticised the council's handling of the site.

"There is supposed to be a fire alarm, there is supposed to be a security system, CCTV and security, and yet the door is open and it's open to the public.

"There are squatters there."

Ms Leandro said now the site was officially in council hands security was in place and the site secured.





Silent killer has been claiming victims for more than 50 years

Joe Bill looks at the on-going fight to win compensation for the victims of asbestos

AT ITS peak, Chatham Dockyard was not only an essential cog in the Royal Navy's ship-building empire, it was the beating heart of the community.

The Medway towns relied on it for the employment of thousands, as did ancilliary businesses which supplied the site, and the families of workers.

Little wonder its closure in 1984 dealt such a devastating blow.

But what no-one can have imagined all those years ago is that almost 30 years after its closure, people would be dying through illnesses they contracted there.

The use of asbestos in heavy industry such as dockyards and factories was widespread by the end of the 19th and early 20th century due to its resistance to heat and insulating properties.

What would only come to light by the early 1960s, however, was that when disturbed, inhalation of the fine fibres could cause a cancer which, decades later, would kill many.

This came too late for a number of employers who realised they had exposed staff to a carcinogen.

Recently released statistics found that Medway is one of the top four areas in the UK when it comes to deaths caused by asbestos-related illness.

According to the figures from the not-for-profit Association of Personal Injury Lawyers (APIL) 4.7 of every 100,000 deaths in Medway are put down to asbestos. Specifically, mesothelioma; a cancer caused by the fibres attaching to the inside of the lungs.

Across the county, 12 out of 15 local councils recorded a higher death rate than the national average. Not all will be dockyard-related – asbestos was widely used. Nationwide, there are some 3,000 asbestos-related deaths a year.

The difficulty, however, comes regarding compensation. In some cases, half a century will have passed. Companies have closed, dockyards shut, insurance policies are forgotten.

This week, law firms once again called for the compensation process to be simplified.

Industrial disease lawyer Craig Howell, from Birchall Blackburn Law – which works alongside the National Asbestos Helpline – said: "Asbestos conditions take up to 50 years to develop. It has an incredibly long latency period, so you might have been exposed to it in the 1960s and then all of a sudden you get this cancer now. People have to think back years to find where they were exposed."

The difficulty in tracking down companies, and perhaps more importantly their insurers, means compensation claims are difficult to complete.

Mr Howell adds: "One of the problems is that a lot of the companies aren't still around. So sufferers from a compensation point of view had the difficulty of trying to find insurers. Back then companies weren't required to keep records of insurers. So people with this disease that is going to kill them can't get compensation because they can't find the insurers.

"In 1965 there was an article in the Sunday Times, which was really the first time it was in the public domain where the authors were talking about how a new cancer could be connected with asbestos exposure.

"For claimants, that was important because the article should have put people on notice about the dangers.

"We have had quite a few cases, I am looking into one now in relation to a cement company. And Chatham docks is one of the main culprits I have seen. It is one of the reasons Kent has a heavy number of incidents."

It is predicted that the number of cases of asbestos-related diseases will peak in 2016 but Mr Howell explained that the types of cases coming forward are beginning to change.

"Typically it used to be heavy industries, shipyards, power stations – from 1960s industrial England. But what we are seeing now is a change in the nature of people with it to school teachers, caretakers and office workers because you don't have to have had much exposure to get this."

The asbestos claims are set to change for the better next year under government rules making it easier for victims who cannot find their former employers or employer's liability insurers (ELI) to obtain compensation.

Karl Tonks, former president of APIL, said: "We know the majority of employers were insured, and ELI was compulsory from January 1972. So there's been a campaign to get a 'last resort fund' to meet the gap where the insurance industry have taken premiums but when it comes to meeting a claim, there is a hole in the records.

"The mesothelioma bill is going through parliament to set up a fund, created by a levy on insurers that currently offer ELI.

"Claimants will get 75 per cent of a fixed amount, that is a hell of a lot better than the previous situation where people with a good claim fail because the insurers can't be found."

REMAIN ALERT

The Health and Safety Executive continue to warn home owners and tradesmen about the dangers of asbestos in older buildings and run an awareness campaign called Britain's Hidden Killer.

A spokesman for the HSE said: ''Asbestos may be part of any commercial or domestic building which was built or refurbished before the year 2000. Asbestos can typically still be found in cement products, lagging on pipes and boilers and in ceiling and wall cavities.

''Where asbestos is in poor condition or is likely to be damaged during the normal use of the building, it should be sealed, enclosed or removed, as appropriate.

''Those considered most at risk of exposure to asbestos fibres are tradesmen and maintenance workers who disturb the fabric of buildings during the course of their work. Precautions must be taken to ensure tradespeople don't put themselves or others at risk by disturbing asbestos.''

> **"Asbestos conditions take up to 50 years to develop. It has an incredibly long latency period, so you might have been exposed to it in the 1960s and then all of a sudden you get this cancer now"**
>
> **Craig Howell,** an industrial disease lawyer

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(T&C's below)

SELSEA 43, driver, own home, N/S, 5ft 8ins, slim, dark hair, green eyes, confident, outgoing, likes most things, seeks N/S male, 40-48. **Tel No: 0906 515 7112 Box No: 408405**

CARIBBEAN female, 50, honest, caring, thoughtful, seeking male for LTR. **Tel No: 0906 515 7112 Box No: 408231**

CARLY, 25yrs, and v naughty seeks man for discreet fun. My job includes trael so anywhere is fine for me. **Tel No: 0905 002 1961 Box 350727**

MARY bubbly young 72, seeking tall, 65 plus male with GSOH for company. **Tel No: 0906 515 7112 Box No: 407823**

HAPPY young looking lady, 62, likes socialising, conversation, seeking nice man to share good times with. **Tel No: 0906 515 7112 Box No: 407383**

ANNA, busty mature lady seeks no strings discreet meetings with male any age or location. **Tel No: 0905 002 1956 Box 366019**

AMANDA 44 blonde, blue eyed, very leggy, fun to be with, honest and caring seeking kind, considerate honest gent 74-79 plus. **Tel No: 0906 515 7112 Box No: 405315**

SUE 65, slim, animal lover, 5ft, blonde, likes socialising, meals out, theatre, countryside, happy go lucky, seeks male. **Tel No: 0906 515 7112 Box No: 405767**

SUSIE, seeks fifty shades of grey with guy any age but must be discreet, call and I will explain why. **Tel No: 0905 002 1957 Box 407321**

CAROLINE 60, 5ft 2ins, likes animals, walks, travel, gardening, seeks male. **Tel No: 0906 515 7112 Box No: 402067**

59YR old Kent lady, bubbly, large build, dog lover, easy-going, GSOH, seeks male. **Tel No: 0906 515 7112 Box No: 403071**

JAYNE 44 bored, underappreciated pretty blue eyed intelligent lady seeking fun and interesting professional in similar situation to me for discreet fun times. **Tel No: 0906 515 7112 Box No: 403011**

GILL 41, shy, lonely single country loving female with no ties, OHAC WLTM n/s genuine, confident male companion for friendship, maybe more. **Tel No: 0906 515 7112 Box No: 402799**

NICKY 45, 5ft 2ins, blue eyes, blonde hair, looking for genuine male for friendship. **Tel No: 0906 515 7112 Box No: 389774**

LISA blonde, blue eyes, looking for male, 42-54 for fun and romance. **Tel No: 0906 515 7112 Box No: 404877**

LIZ blonde blue eyed curvy female, considered attractive, tactile, sensual, enjoys music, entertaining, nice people, seeking well educated professional 50-60yrs. **Tel No: 0906 515 7112 Box No: 402773**

JO 29 tall slim female who loves soaps, animals, shopping, being a mum and am looking for 40's male with GSOH who will appreciate a tactile, loving female. **Tel No: 0906 515 7112 Box No: 402765**

52YR old female, single mum of 2, seeking honest, caring, decent man. **Tel No: 0906 515 7112 Box No: 389891**

SLIM N/S female, 54, working, reliable, easy going, likes nature, animals, seeks nice male companion, 50-64 for country/seaside walks and meals out. **Tel No: 0906 515 7112 Box No: 405745**

SLIM tall, elegant, feminine, N/S, solvent lady, young 50's, likes travel, red wine, seeks tall, sincere, Military/professional gent of high calibre. **Tel No: 0906 515 7112 Box No: 405707**

LISA 44, blonde hair, blue eyes, 5ft 6ins, nice personality, trustworthy, kind, likes cinema, nights in, walks, music, seeks male for friendship, maybe more. **Tel No: 0906 515 7112 Box No: 404751**

SUSAN seeking nice male, medium build, 35, easygoing, likes music, nights in. **Tel No: 0906 515 7112 Box No: 406779**

JACQUELINE 79 widow, easy going, good listener, not slim or neurotic, OHAC, Sevenoaks, lonely would like gentleman's company. **Tel No: 0906 515 7112 Box No: 405533**

ATTRACTIVE female, 53, N/S, 5ft 8ins, looking for similar male, 50-55 who loves countryside, animals and is easygoing. **Tel No: 0906 515 7112 Box No: 405421**

CLAIRE looking for adventurous male to live life to the max and enjoy adult fun times with. Go on give me a call. Any age. **Tel No: 0906 515 7112 Box No: 402993**

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AMANDA 36yr old single female, blue eyes, curvy, really pretty with lovely smile, loves music, nights out, WLTM loving male for dates and hopeful ltr. **Tel No: 0906 515 7112 Box No: 402787**

5FT female, brown hair, 39, single mum, seeks caring, dedicated guy. **Tel No: 0906 515 7112 Box No: 397915**

MALE 48, 5ft 10ins, medium build, likes gardening, cinema, reading, WLTM lady. Thanet area. **Tel No: 0906 515 7112 Box No: 404295**

LYN happy, young looking 72yr old, seeking interesting man, 65 plus to enjoy life with. **Tel No: 0906 515 7112 Box No: 403101**

GEORGINA widow, WLTM gent, 60-80 with GSOH for days out, friendship, companionship, maybe more. **Tel No: 0906 515 7112 Box No: 393067**

SHIRLEY 32 attractive nurse, enjoys good food/wine, keeping fit, looking good, searching for non committed relations with mature well-dressed man. Any age/looks/status. **Tel No: 0906 515 7112 Box No: 402779**

FEMALE seeks Prince Charming, 20-30 to sweep her off her feet. **Tel No: 0906 515 7112 Box No: 392891**

ANNA very lonely divorced single mum with lots of love to give seeks similar caring male who also wants to find the right person, any age/looks. **Tel No: 0906 515 7112 Box No: 403481**

LISA 39yr old tall slim blonde with GSOH and a wicked sense of humour, employed, OHAC, looking for similar male who enjoys life as much as I do. **Tel No: 0906 515 7112 Box No: 403391**

DOG lover short of British slim petite lady to maybe get into 1-2-1 relationship and start something new. Smoker welcome, age immaterial. Tunbridge Wells area. **Tel No: 0906 515 7112 Box No: 404417**

COUNTRY loving outgoing female, blue eyes, 5ft 2ins, genuine, caring, intelligent, seeks honourable, smart, professional male, 68-75 to share laughter and companionship. **Tel No: 0906 515 7112 Box No: 392899**

SINGLE mum, new to Canterbury, 37, attractive, blonde, seeking soul mate, preferably with car. **Tel No: 0906 515 7112 Box No: 397751**

60YR old black female, sociable, seeks romantic, articulate white male for friendship, maybe more. **Tel No: 0906 515 7112 Box No: 402523**

BLACK African lady, late 30's, no ties, likes country walks, gardening, cinema, seaside, seeks male. **Tel No: 0906 515 7112 Box No: 393272**

DIVORCED female, 66, blue eyes, 5ft 4ins, medium build, blonde hair, seeks male, 65-75 for friendship/companionship, maybe more. **Tel No: 0906 515 7112 Box No: 403275**

21YR old slim figured female, no ties, looking for male 30-45yrs for non committed relationship, discretion assured. **Tel No: 0906 515 7112 Box No: 402761**

CHRIS petite attractive brunette, enjoys social drinks, meals out, theatre, seeks hardworking professional male looking for adult attention too. **Tel No: 0906 515 7112 Box No: 402759**

47YR old female, fun loving, green eyes, likes most things, seeks N/S male, 47-52 with GSOH for nights out, friendship, maybe more. **Tel No: 0906 515 7112 Box No: 401287**

DELILAH 49, likes animals, blonde, blue eyes, seeking older gent, late 70's who is kind and willing to care about me. **Tel No: 0906 515 7112 Box No: 403769**

SUSIE young 55, slim, 5ft 3ins, seeks tall, honest guy from Medway towns. **Tel No: 0906 515 7112 Box No: 389027**

MICHELLE petite fun female, outgoing, enjoys holiday abroad, OHAC and pretty self-sufficient, looking for someone to share a LTR with. **Tel No: 0906 515 7112 Box No: 399515**

Men Seeking

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ADAM 48, single dad, bored, seeking fun and more. **Tel No: 0906 515 7112 Box No: 408421**

DAVE 50, seeks female of similar age for meals out, holidays etc. **Tel No: 0906 515 7112 Box No: 408415**

RETIRED male, seeks no strings discreet meets with slim-medium build female, any age for adult fun. Medway area. **Tel No: 0906 515 7112 Box No: 408343**

55YR old male, average looks, GSOH, looking to meet similar lady for friendship, maybe more. **Tel No: 0906 515 7112 Box No: 408227**

MALE 67, fit, 5ft 10ins, GSOH, young outlook, medium build, no ties, travelled, likes most things, romantic, tactile, seeks slim lady. **Tel No: 0906 515 7112 Box No: 408143**

JAMIE 6ft 1ins, dark hair, blue eyes, seeks female, 40-50, easy going for no strings fun, nights in. **Tel No: 0906 515 7112 Box No: 408051**

SEXY fireman, looking for love and fun. **Tel No: 0906 515 7112 Box No: 407883**

MALE 67, professional, fit, 5ft 10ins, medium build, reliable, tactile, likes most things, seeks slim lady, lets go! **Tel No: 0906 515 7112 Box No: 407855**

LISA 5ft 2ins, 43, average build plus a few pounds, blonde hair, blue eyes, looking for man for dates. **Tel No: 0906 515 7112 Box No: 401421**

LINDA young 62, smoker, seeking gent, 55-65 for friendship, maybe more. **Tel No: 0906 515 7112 Box No: 400521**

JAN 54, petite, seeks male, 48-58 for friendship, maybe more. **Tel No: 0906 515 7112 Box No: 394382**

JACQUELINE 82, widow, car driver, not slim, ugly or neurotic, seeks interesting, caring gent, 70 plus for talk and company. **Tel No: 0906 515 7112 Box No: 403659**

BEV very attractive lady who loves cosy nights in, seeks caring man who can put the spring back in my step and twinkle back in my eye, call me. **Tel No: 0906 515 7112 Box No: 403353**

MIRANDA early 60's, sociable, friendly, seeking similar N/S solvent, presentable, easygoing male with GSOH. **Tel No: 0906 515 7112 Box No: 394843**

SENSUAL female looking to enjoy life a little more, seeking likeminded male to enjoy interesting conversations over dinner, hopefully furthering our experience. **Tel No: 0906 515 7112 Box No: 399195**

SANDRA outgoing 53, carer, seeks male for friendship. **Tel No: 0906 515 7112 Box No: 390230**

STEVE 6ft 4ins, OHAC, seeking relationship, outdoor type, homely, wanting mutual good relationship with sexy woman. **Tel No: 0906 515 7112 Box No: 407835**

CANTERBURY mature male, medium build, GSOH, varied interests, sign language interpreter, seeks slim-medium build female, 24-42 for LTR. Single mum welcome. **Tel No: 0906 515 7112 Box No: 405697**

ANTHONY 48, athletic, enjoys country walks, seeks youthful female for friendship/relationship. **Tel No: 0906 515 7112 Box No: 407355**

RETIRED male, 66, 6ft 2ins, easy going, GSOH, loyal, loves pets, meals out, life, seeks lady for LTR. **Tel No: 0906 515 7112 Box No: 407317**

71YR old romantic, 6ft, likes life, socialising, reading, strong tea, dogs, smoker but house trained seeks mature lady needing TLC. **Tel No: 0906 515 7112 Box No: 407277**

TALL friendly, very light hearted, single 58, seeks pretty woman for LTR, mutual selection of activities and choosing how to spend our time. Croydon. **Tel No: 0906 515 7112 Box No: 407147**

TALL slim male, early 40's, seeks loving female, 29-39 to share the nice things in life. **Tel No: 0906 515 7112 Box No: 407065**

CANTERBURY white mature male, medium build, GSOH, varied interests, seeks slim-medium build black/white/Asian/oriental female, 20-40 for LTR. **Tel No: 0906 515 7112 Box No: 405697**

TALL friendly, light hearted, single, 58, seeks pretty woman for LTR with mutual selection of activities and choosing how to spend our time. **Tel No: 0906 515 7112 Box No: 405557**

70YRS young male, good looking, GSOH, seeking lady for love and affection. **Tel No: 0906 515 7112 Box No: 403455**

RONALD 65 plus, 5ft 9ins, slim, sociable, GSOH, tactile, N/S, many interests, seeking lady dance partner to learn ballroom and Latin. **Tel No: 0906 515 7112 Box No: 403211**

STEVE 64, active, likes fishing, swimming, karaoke, honest, genuine, seeks female. **Tel No: 0906 515 7112 Box No: 405717**

CANTERBURY sign language interpreter 58, 5ft 10ins, medium build, GSOH, varied interests, seeks slim-medium build female, 21-42 for LTR. Single mum welcome. **Tel No: 0906 515 7112 Box No: 405697**

BLACK male, looking for 1-2-1 relationship with laid back, understanding female. **Tel No: 0906 515 7112 Box No: 406221**

DISCREET kind man, 48, gentle, loving, genuine, seeking lady, Whitstable. **Tel No: 0906 515 7112 Box No: 406439**

RICHARD divorced, 61, N/S, likes classic cars, looking to meet nice lady for meals out, days out, friendship, maybe more. **Tel No: 0906 515 7112 Box No: 406349**

BRIAN 6ft 3ins, medium build, blue eyes, brown hair, fun loving, happy go lucky, honest, seeks special lady for fun and to enjoy life with. **Tel No: 0906 515 7112 Box No: 406333**

MIKE 39, 6ft 7ins, large build, blue eyes, seeks female. **Tel No: 0906 515 7112 Box No: 406321**

DEREK Croydon area, 52, self employed, seeks female for 1-2-1 relationship, likes meals out, places of interest, holidays. **Tel No: 0906 515 7112 Box No: 406559**

OUTGOING professional, fun loving, entertaining male, seeking warm, sincere, fun loving female for LTR. Animals/children welcome. **Tel No: 0906 515 7112 Box No: 405633**

RETIRED male 68, 5ft 8ins, considerate, GSOH, easy-going, likes driving, shopping, most music, seeking lady 60-70 for friendship. Ashford. **Tel No: 0906 515 7112 Box No: 404589**

YOUNG 70 widower, fit, lonely, 5ft 11ins, 11st, likes drives, walks, DIY, meals out, gardening, smoker, looking for lady to spend life with. **Tel No: 0906 515 7112 Box No: 405519**

35YR old male, 6ft, dark hair, easy going, likes music, films, reading, walks, looking for female for LTR. **Tel No: 0906 515 7112 Box No: 405941**

PAUL 49 5ft 8ins likes eating/nights in/out seeks loving female for ltr. **Tel No: 0906 515 7112 Box No: 404013**

ACTIVE 60's semi-retired man, OHAC, GSOH, enjoys theatre, dancing, singing, amateur dramatics, coast, gardening etc., WLTM n/s female with similar interests. **Tel No: 0906 515 7112 Box No: 404671**

FIT fellow, full of fun, 58, seeks to find fanciable lady for free and fascinating future for LTR. Find your jar half full. **Tel No: 0906 515 7112 Box No: 405857**

DAVE 45, 6ft, large build, ginger hair, green eyes, caring, OHAC, likes laugh, cinema, pubs, restaurants, walks, shopping, music, dvds, gardening, animals, seeks female of similar age. **Tel No: 0906 515 7112 Box No: 405451**

RETIRED male 68, 5ft 8ins, considerate, GSOH, easy-going, likes driving, shopping, most music, seeking lady 60-70 for friendship. Ashford. **Tel No: 0906 515 7112 Box No: 404589**

VIC mid 60's medium build male, active, N/S, likes countryside, DIY, seeks compatible female. **Tel No: 0906 515 7112 Box No: 405085**

CHRIS from Folkestone, 68yrs young widower, N/S, 5ft 9ins, OHAC, likes country music, rock n roll, WLTM N/S female with similar interests. **Tel No: 0906 515 7112 Box No: 405079**

CHRIS 68, 5ft 9ins, 13st, frustrated widower, likes country/western music, real ale, gardening, cruises, looking for companionship. **Tel No: 0906 515 7112 Box No: 402271**

40 something Gemini 5ft 10ins, slim, GSOH, varied outdoor interests, seeks similar outgoing female, 30-45 for dates and LTR. **Tel No: 0906 515 7112 Box No: 404535**

TED 63, 5ft 7ins, average build, seeks female 55-75 for friendship, possible LTR. **Tel No: 0906 515 7112 Box No: 401913**

PROFESSIONAL male, early 40's, OHAC, independent, seeks warm, sincere, fun loving female for LTR. Children/animals welcome. **Tel No: 0906 515 7112 Box No: 404537**

THANET male, young mid 60's, caring, 5ft 5ins, dark hair, likes travel, countryside, seeks slim, attractive local soul mate. **Tel No: 0906 515 7112 Box No: 403729**

MICHAEL slim, 44, likes CD, films, seeks older male 55 plus for fun times in the Thanet area. **Tel No: 0906 515 7112 Box No: 404373**

DENNIS 53yrs retired police officer living in Kent, WLTM female for mutual fun times. **Tel No: 0906 515 7112 Box No: 404201**

GARDENER 50, 6ft, honest, happy, single, fit gardener seeks attractive younger lady for fun NSA nights in, weekends away, country walks, picnics and good conversation. **Tel No: 0906 515 7112 Box No: 404115**

SALVATORE 68, N/S, widow, Italian, seeking female for friendship, maybe more. **Tel No: 0906 515 7112 Box No: 402481**

KEVIN 49, single dad, employed, good cook/laugh, seeks female for fun and good times. **Tel No: 0906 515 7112 Box No: 402405**

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MALE 30's, straight acting, down to earth, caring, seeks masculine, straight acting male for friendship, maybe more. **Tel No: 0906 515 7112 Box No: 407987**

MATURE bi guy, assertive, seeking passive, mature guy for daytime fun. Kent/Surrey/SE London. **Tel No: 0906 515 7112 Box No: 407659**

RON 60, overweight, passive, seeking active guy for daytime fun. **Tel No: 0906 515 7112 Box No: 407437**

TV/BI CD, seeks feminine male with similar interests for discreet daytime meets. **Tel No: 0906 515 7112 Box No: 406735**

PETER looking for male, 30-60 for casual fun times. **Tel No: 0906 515 7112 Box No: 406049**

THANET male, mid 60's, inexperienced, seeks male of similar age for occasional meetings and mutual interests. **Tel No: 0906 515 7112 Box No: 405863**

BI guy, CD, 57, OHAC, seeking similar for mutual fun and friendship. **Tel No: 0906 515 7112 Box No: 404907**

EASY-GOING guy, medium build, likes outdoors, DIY, seeking slim, N/S guy for LTR. **Tel No: 0906 515 7112 Box No: 403267**

Friendship

STRAIGHT male, 40, Medway, seeks sports buddies into table tennis, golf, snooker and pool. **Tel No: 0906 515 7112 Box No: 405417**

MALE early 80's, fit, active, many interests, seeks similar male for friendship and company. **Tel No: 0906 515 7112 Box No: 401621**

JACK mature male, Thanet area, seeks friends of either sex, any age for chats. **Tel No: 0906 515 7112 Box No: 399455**

STRAIGHT male, 39, Medway, seeks pals for socialising, likes pubs, cinema, golf, table tennis, football. **Tel No: 0906 515 7112 Box No: 398421**

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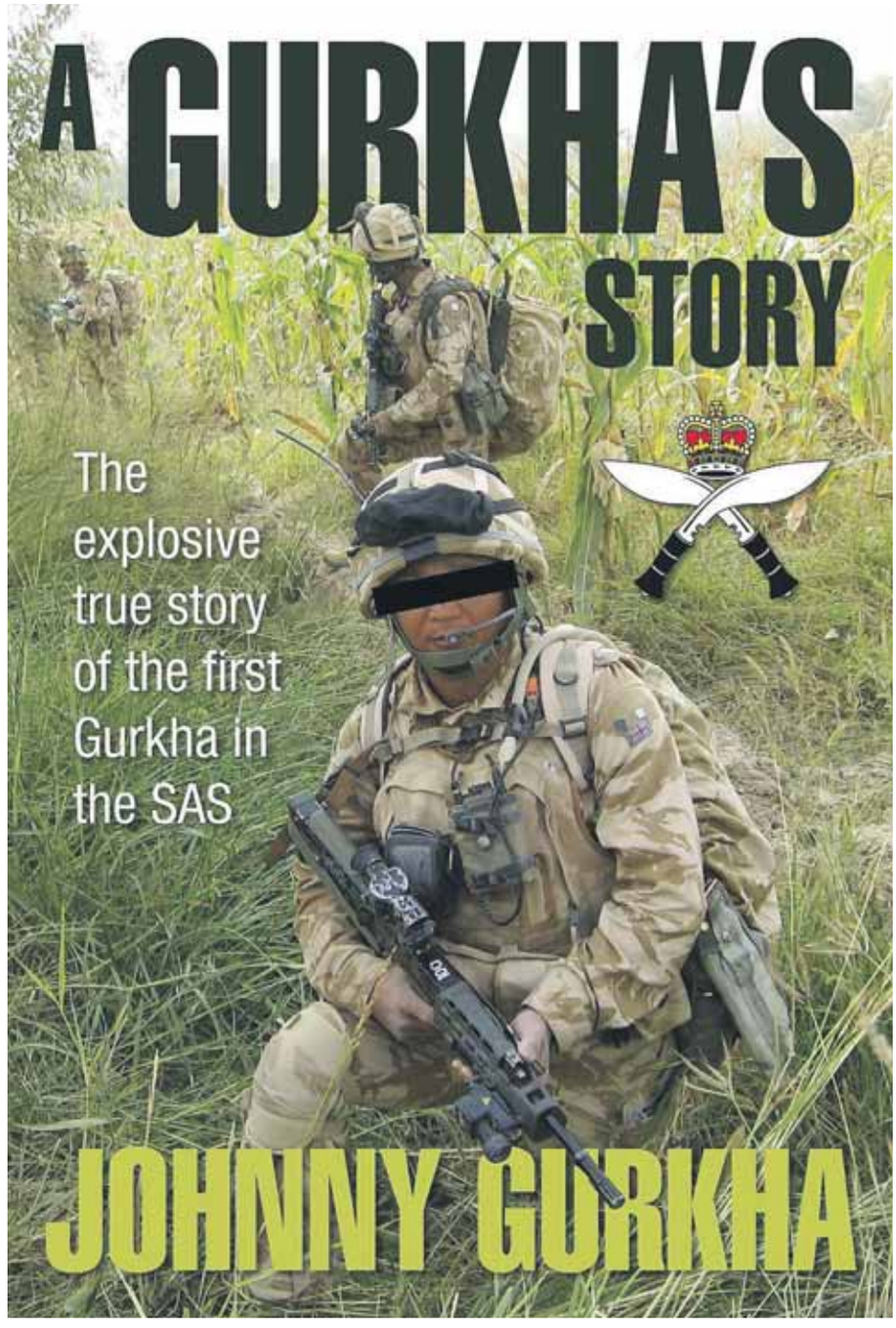

Defying tradition to join the elite forces

Greg Miles speaks to the first Gurkha to fight for the SAS

FROM serving alongside Prince Harry to going undercover in Kosovo, one Gurkha from Folkestone has a very different story to tell in becoming the first from his country to join the SAS.

That story has now been retold in the first-ever autobiography of a Gurkha to have served in tours of the Balkans and Afghanistan with the British special-forces elite.

A Gurkha's Story, written by Johnny Gurkha (not his real name), describes the changes from his early life and culture in Nepal through to selection for his regiment and the SAS.

Then there are the daring deployments with the special forces to Bosnia, Kosovo and Afghanistan, where he served directly alongside Prince Harry before retiring.

It is a tale of defying the odds for selection and battling against the caste system in his homeland, while he reveals what life is truly like for a modern-day Gurkha in the British Army.

Growing up in Nepal, joining the military was a dream and would ensure he followed in the footsteps of his father, who had served in Burma during the Second World War.

But his initial choice to gain entry into the Indian Gurkhas did not happen because of the country's caste system, which governed the country's culture and among other things selection for certain regiments within the army.

"My father had an idea I wanted to join," he said. "I didn't make the Indian Gurkhas and he passed away – that's all part of the story. If you want to join the British Gurkhas and you're not in the right caste, it is very challenging, I wasn't in the right caste.

> "If you want to join the British Gurkhas and you're not in the right caste, it is challenging"

"The regiment was based on the caste system. For my caste there is just one regiment, but other people have more choice.

"Everything went through, all the medicals were passed, but the day before I was to join they said the quota of vacancies was already filled and I couldn't join.

"I tried again, but the same thing happened and when I went back I saw all my friends who had joined up before. It was very sad."

He did have a plan B but was not ready to give up on his dream after his initial rejection.

"I was born after my father retired and there are no benefits or welfare system in Nepal," he said. "There is very little pension for Indian Gurkhas or the Nepalese Army, although he served a long time. He passed away just before I joined the Gurkhas, so he wasn't able to see what I did."

While his father encouraged him, he was keener to pass on the importance of looking after his family as the eldest son.

"He wanted me to join the Gurkhas. He never said do this or do that, but he was getting old and I was the first son from his second wife," he said. "The culture and tradition is that the first son has the responsibility to look after the family. It was more about how to look after the family. He didn't pressure me to join the Gurkhas.

"He served in World War Two, but in terms of the detail of where he went I'm not sure. He fought in Burma, I think. I used to hear the stories, but because I didn't know the outside world or figure out

Continued on page 43 »

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where he went. I was young and didn't get it."

'Johnny' was not to be put off by the rejection and made it into the British Gurkhas in 1986 and was stationed in Hong Kong before later moving to Aldershot, Hereford and Folkestone. Although it was a quiet period as far as active service was concerned, this opened up a whole new world for the fledgling recruit.

"It was a big change," he said. "When I went to Hong Kong I saw all the high-rise buildings – it was completely different to the countryside of the UK.

"When I was in school I learned about the English industrial revolution and thought it was completely different.

"I had a difficulty to communicate – we were used to talking in our own group. When you go outside of that, there is a big difference.

"It was a dull period when I joined. After training, your focus wants to take part in war – that's how you feel. You don't want to sit down in the barracks and take part in drills – it doesn't amuse soldiers."

However, his head was soon turned as he began to hear stories of the SAS from his seniors and he set out to join the elite group. In the meantime he became a Pathfinder, now part of the 16th Air Assault Brigade, taking on intelligence-led missions, often behind enemy lines in dangerous situations.

"When I joined, I heard my seniors talking about the SAS and taking part in some of their exercises," he said. "They used to explain how it worked and tell me what their capabilities were.

"I wanted to join and do something like that. Until I joined, there were quite a lot of restrictions. Going outside the Gurkhas was not what they wanted. But I tried and managed to join the Pathfinders, while one of my friends became a helicopter pilot.

"I learnt quite a lot from the Pathfinders. After seeing that and getting knowledge, I thought I could make it. If I went straight from Hong Kong to SAS selection, I wouldn't have. Soldiering-wise maybe, but the knowledge and the language, I think it would have been quite difficult.

"Language was the main thing, and our culture. People thought our reputation might drop if we crossed the boundary. There were things like not being allowed to marry outside – if you married a foreign girl, you had to leave the Army."

> "The last tour of Bosnia I did was recce work, observing the bad guys and trying to catch war criminals"

His acceptance into the SAS in 1995 was a landmark moment for the military as he was the first Gurkha in a 200-year alliance with the British to join the group.

"The national newspapers wrote about it and the brigade was anxious about what was going to happen," said Johnny. "It was a big achievement and a huge change for our culture."

After that came tours of duty in Kosovo, Bosnia and Afghanistan, alongside Prince Harry.

"The last tour of Bosnia I did was recce work, observing the bad guys and trying to catch war criminals," he said. "It was very interesting, a good job. I enjoyed that.

"Prince Harry was air controller and I was the operation officer on our base in Afghansitan. He loved the Gurkhas and always wanted to work with them. I don't know if it was true, but when he joined the Army he wanted to join the Gurkhas – that was a rumour I heard.

"When we were in training in Salisbury, the young princes and Prince Charles used to visit us. So he must have some sort of feeling for working with the Gurkhas."

Now working locally in security after retiring from the SAS in 2010, the 46-year-old decided he had a story worth telling: "The Gurkhas themselves haven't written any books. I might be wrong, but there are no autobiographies, so I thought it would be interesting and had a go.

"The book had to clear the MoD and so it took a fairly long time."

■ **Published by Lamjung Books, A Gurkha's Story is available now.**

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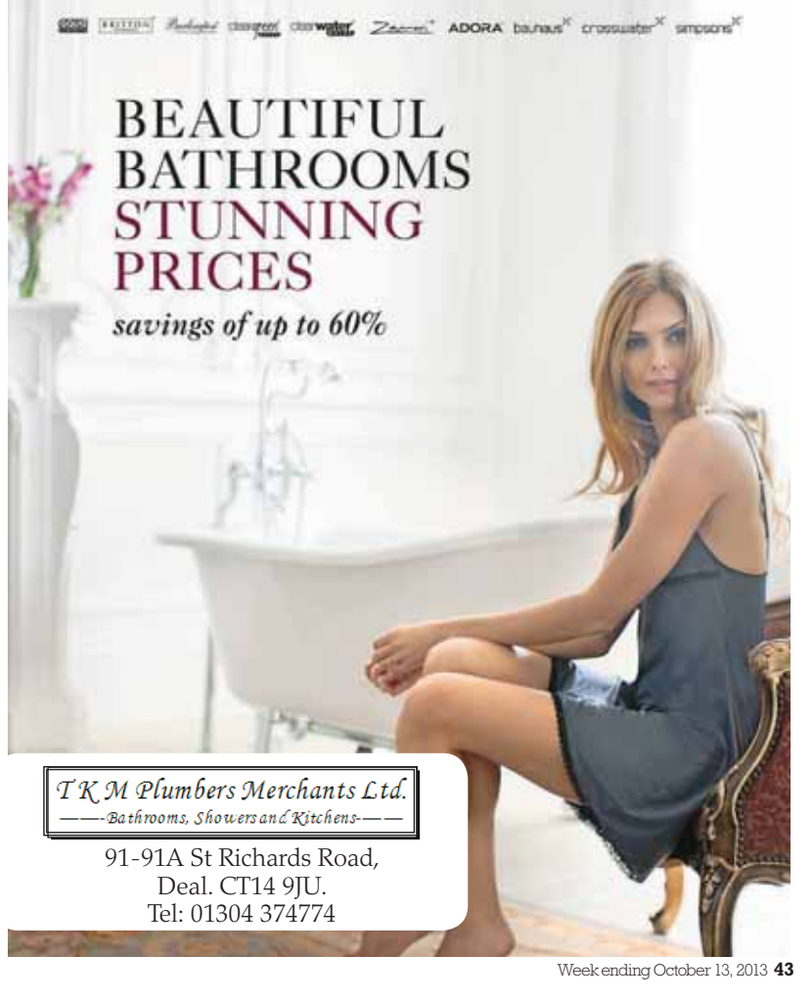

Sticks man ignores mind games

Slade drummer Don Powell talks to **Greg Miles** about the short-term memory loss that threatened his

AS one of the bands of the 70s, Slade had it all, but drummer Don Powell is finding more happiness these days than ever before.

With their charismatic frontman Noddy Holder, Slade encapsulated everything about glam-rock with a string of chart hits including Cum On Feel the Noize, Look Wot U Don, Mama Weer all Crazee Now and 'that' Christmas song, Merry Christmas Everybody.

It was 40 years ago that Powell, who has continued the band since 1992 and is coming to Tunbridge Wells, Dartford and Chatham next month, almost lost his life in a car crash that killed his girlfriend Angela Morris.

He was in a coma for six days and had to walk with the aid of stick for some time afterwards.

While his wounds healed, Powell was left with severe short-term memory loss, which caused many problems when playing on tour.

As a coping mechanism, he kept a diary, if only so he knew where he was supposed to be.

After re-reading them recently, the 67-year-old, who now lives in Denmark, decided to publish his autobiography Look Wot I Dun: Don Powell of Slade, which came out last month.

STILL CRAZY NOW? Slade today: From left, Mal McNulty, Don Powell, Dave Hill and John Berry and back in their 70s heydays with frontman Noddy Holder

"You try to forget certain things," he said. "Lots of things are in the diaries. I opened up about my drink problem. I totally opened up and I felt a lot better after. That's how the book really started. Everything was interesting. It's interesting for me to read as well because we were non-stop touring the world back then.

"My memory is unpredictable – my short-term memory is the problem. Some mornings I wake up and not have a clue where I am – not so bad at home because I recognise the room.

"It's a strange thing to explain to someone what that's like.

"My long-term memory is impeccable. I was talking to a doctor asking when does short-term become the long term and he didn't know.

"It's one of those things I'm used to now. When I first realised, it was terrible. It was so frustrating trying to remember things. It was driving me nuts. They [doctors] told me to

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to keep on rockin'

career and how he re-formed the glam-rockers to tour again

accept there was nothing I could do about it. I just had to live with it.

"When I first went to rehearsals, physically it was OK, but the band would say 'Right, let's go into Squeeze Me Please Me' and I would be 'Woh, how does that go?'.

"I had to have certain things written down so I knew what happened where in the song. It takes the spontaneity out of it."

In the years after the accident, Powell spent a lot of time with fellow Brummie Ozzy Osbourne. It did not always end well as the drinking became a daily habit.

"Oz was my drinking partner, so I don't need to say any more. We went back to the house one day and Oz seemed a bit apprehensive. I asked his driver if it was a good idea and he said no.

"Sharon [Osbourne's wife] came out with a shotgun and blasted the side of their new BMW they'd just taken delivery of. It didn't go down too well with Ozzy.

"I had the discipline never to drink before I went on stage. But afterwards I would, and on days off I would meet Ozzy and be in the bar every day. Everything was on a platter for us and the only time I didn't drink was when I was asleep.

"It was a disease, really. At the time I thought I was having a great time, but you soon learn.

"I've not drunk since 1985 and I've had more fun now than when I was drinking. I find I have more fun now and I can remember it. I don't wake up with a bruise on my face where someone's punched me."

Slade's current incarnation features fellow original member guitarist Dave Hill, with Mal McNulty on vocals and John Berry on bass.

> "Sharon [Osbourne] came out with a shotgun and blasted the side of Ozzy's new BMW they'd just taken delivery of. It didn't go down well"

There is to be another line-up change in the near future, with McNulty keen to explore pastures new, but not before his replacement is found.

Hill and Powell have carried on the Slade name since 1992, with various changes. But fans harbouring hopes of Noddy Holder and bassist Jim Lea returning will be disappointed.

"We've got a few people to have a listen to for auditions," said Powell.

"Mal doesn't want to walk out, so he will stay until we find someone. There's no bad feelings, but as soon as we find someone he will step back.

"It was a bit strange when we first went back on the road in 1992, especially as we had been together for 40 years from school, but it's part of the norm now.

"Nod [Holder] has dropped out of the scene completely now, which is a shame. There's no way he was going to do it, and still feels the same now. He's got other things on his plate doing TV and radio.

"When we get together, it's just like the old days. You can't throw those out the window.

"Occasionally a big gang of us get together in London and we have a good laugh."

Slade will be appearing on tour with fellow 1970s glam-rockers Sweet at the following venues in the county:

- **Tunbridge Wells, Assembly Hall Theatre, Saturday, November 2. To book, phone 01892 530613.**
- **Dartford, The Orchard Theatre, Sunday, November 10. To book, phone 01322 220000.**
- **Chatham, Central Theatre, Wednesday, November 13. To book, phone 01634 338338.**

Time Out Top Ten

1 Brogdale Farm, Faversham
Sat and Sun, October 19-20
Phone: 01795 536250

Apple Festival: Enjoy the hundreds of varieties of apples, music, food, craft and more. Tickets £8 and £4.

2 Tunbridge Wells Assembly Hall Theatre
Tue and Wed, October 15-16
Phone: 01892 530613

Dinosaur Zoo: An educational dinosaur puppet show with a difference. Tickets from £12.50.

3 The Tower Theatre, Shorncliffe
Thursday, October 17
Phone: 01303 260330

Roberto Manzin and Susannah Flack: Italian saxophonist and steelpan-player. Tickets £10.

4 Theatre Royal Margate
Thursday, October 17
Phone: 01843 292795
www.theatreroyalmargate.com

The Shop of Little Horrors: Dark, twisted comedy about an obsessive puppet-shop-owner. Tickets £10.

5 The Orchard, Dartford
Tue to Sat, October 15-19
Phone: 01322 220000
www.orchardtheatre.co.uk

Joseph: Andrew Lloyd Webber's classic, featuring H from Steps. Tickets from £16.

6 Hazlitt, Maidstone
Wednesday, October 16
Phone: 01622 758611
www.hazlittartscentre.co.uk

Paul Foot: Surreal comedian touring with new material. Show starts at 7.30pm. Tickets £12.50.

7 Quarterhouse, Folkestone
Friday, October 18
Phone: 01303 858500
www.quarterhouse.co.uk

Madina Lake: American rockers performing farewell UK tour. Starts 7.30pm. Tickets £15.

8 Winter Gardens, Margate
Friday, October 18
Phone: 01843 292795
www.margatewintergardens.co.uk

Premier League Darts: Andy Fordham and Michael van Gerwen in exhibition match. Tickets £20.

9 The Marlowe, Canterbury
Thursday, October 17
Phone: 01277 787787
www.marlowetheatre.com

Stewart Lee: New show, Much A-Stew About Nothing from comedian Lee. Tickets £19.50.

10 Trinity Theatre, Tunbridge Wells
Friday, October 18
www.trinitytheatre.net

Steve Hughes: Former metal drummer turned comic with While It's Still Legal show. Tickets £15.

DON'T MISS...

...the November issue of *Kent Life* featuring:

- Meet Joe Pasquale, on stage in Tunbridge Wells (right)
- Writing tips from Kent non-fiction authors (left)
- Coolings Garden Centre in Knockholt celebrates its centenary
- Spotlight on: The Weald of Kent, Edenbridge, Westerham and Biggin Hill

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QA30

Johnny Herbert joins circuit's 50th party

50th anniversary race weekend
Buckmore Park
October 18-20

FIFTY years ago, the Army was given a training exercise to create a 400-metre go-kart track on Bluebell Hill... little did the troops know that it would become a breeding ground for Formula One stars and a destination for royalty.

Buckmore Park has gone on to become a key leisure destination for adrenaline junkies and for aspiring motorsport stars.

Current owner Bill Sisley took over the site in the mid-1980s and propelled the circuit to the next level in terms of competition, with drivers such as future F1 stars Johnny Herbert, Jenson Button and Lewis Hamilton getting behind the wheel.

There was even a visit from Princess Diana, who brought young princes William and Harry along for the day in 1992.

"When I was a young man I was told that only racing drivers could drive karts and there was no way you could make a living out of running a kart circuit. That was 50 years ago," said Sisley.

"I thought this was nonsense then and I have proved that anyone can drive a kart, whether it be a four-year-old on a birthday party or an 86-year-old.

"I don't distinguish between an owner-driver, a hire-karter or a corporate guest – they are all customers to me. I think Buckmore has been such a commercial success because that's always been our philosophy: karting for all.

WIN: Lewis Hamilton shows bottle

"When I first came here the venue was dilapidated and about to close. There was no infrastructure and in 1985 only 1,000 people came here all year. Last year more than 150,000 took part at some kind of event here.

"Although competition karting is my passion and we have a 50-year sporting heritage, it now only represents 5 per cent of our business. It's our educational and training side that is very important – working with schools, colleges and universities and training young drivers aged six to 16 by way of our clubs.

"Our adult clubs are also over-subscribed, with more than 3,500 members racing regularly.

"Long-term the aim is to become a motor-based multi-activity centre for all ages from four upwards."

To celebrate the 50th anniversary there is a special race meeting over the weekend of October 19-20.

The weekend includes a series of race meetings and displays, including F1 star Herbert driving a restored 135cc Bill Sisley-manufactured Cobra/Komet kart that he drove to win the British karting championship in 1982.

Terry Fullerton will be attending on Sunday, mainly to see Herbert again. He last raced against him in 1982, when Herbert became British champion (using the kart he's driving on the day).

There is also a demonstration by under-18 world champion Henry Easthope and a display of machinery from 1961-1982 by the British Historic Kart Club.

The meeting starts with unofficial practice on Friday and Saturday, October 18-19, with racing starting on the Sunday at 10.30am.

Entry for spectators is £5 per person. Pre-bookable tickets are £4. Under-4s go free. No dogs allowed.

Phone 01634 661626 or email sales@buckmore.co.uk or visit www.buckmore.co.uk to find out more.

BUCKMORE'S FIFTY! The two royal princes, above, and the track in 1963

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A CHRISTMAS party in the Leas Cliff Hall's Channel Suite is truly a night to remember.

Over the Christmas season, more than 2,000 revellers will be walking through the doors of the venue intent on enjoying a fantastic evening, many of them returning for the fourth or fifth year in a row.

One of the things that keep people coming back is the top-quality food and second-to-none level of service.

There is a sophisticated three-course menu for Christmas-party diners featuring a choice of scrumptious starters, tasty traditional mains and a generous selection of mouthwatering desserts, all for an incredibly reasonable £30 per head.

New Year's Eve guests partake in the finest buffet created at the Leas Cliff all year, with an excellent selection of delicious hot and cold dishes, sweet and savoury treats and desserts. It's easy to see why guests are happy to return year on year!

The venue itself is exquisitely decorated for the festive season and, although it may be too dark outside to appreciate the stunning panoramic views of the English Channel from the Channel Suite balcony, inside all the stops have been pulled to guarantee a magical atmosphere from the moment guests arrive.

With a disco that goes on playing floor-fillers until 2am, the Channel Suite proves it really knows how to party.

"The late bar and disco is a big draw to party-goers when making their decision of where to hold their bash," said Peter Cowan, the venue's sales manager.

"It's great to know that a fantastic atmosphere is not going to be cut short by the bars and disco finishing while the evening is still very much in full swing.

"Aside from the potential hangovers the next morning, opening until 2am is a no-brainer – Christmas comes but once a year, after all."

With limited places available for Christmas and New Year's Eve, the Channel Suite at the Leas Cliff Hall can offer you an evening that will be enjoyed by all and remembered well into 2014.

To book your place, phone the sales department on 01303 228606 or email lchfunctions@leascliffhall.co.uk for details.

Celebrate the festive season as you look out over the Channel

Leas Cliff Hall
Telephone: 01303 228606 www.leascliffhall.co.uk

Thistle Brands Hatch
Telephone: 0871 376 9008 www.thistle.com

Get the festive Vegas fever

THE Thistle Brands Hatch has a superb programme of Christmas events planned this year that includes Las Vegas theme nights with gaming tables and an icon from the Las Vegas strip whetting your appetite for a fantastic disco.

There is the ever-popular comedy night that sold out last year, along with our incredible tribute acts featuring Bublé, Abba and the best Robbie Williams you will ever see.

For families there is a superb carvery booked for Christmas Day – all you can eat – and a visit from Santa for children, big and not so big.

Bedrooms are on offer from £75 to anyone attending one of the party nights and this will include full use of the Otium health club and a full breakfast to get you started the next day.

The programme finishes on New Year's Eve with a black-tie gala ball in the event suite that will ensure that you see in 2014 in true style.

Phone the team on 0871 376 9008 or visit www.thistle.com/Christmas for a brochure.

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20th December - *Motown Sisters and Disco Divas*
21st December - *Michael Buble and Robbie Williams*

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Telephone: 01304 611118 www.princesgolfclub.co.uk

Princely entertainment for all

WHETHER it's a Christmas party with work colleagues, private dinner or seeing in the New Year with family and friends, Prince's and the Lodge at Prince's Golf Club in Sandwich Bay have something for everyone.

Its unique and secluded location creates a wonderful atmosphere in which to enjoy Kent's finest local produce and hospitality.

The Bring A Party To Our Party nights in the Prince's Suite make an ideal option for the smaller group looking for a great atmosphere.

For those looking for somewhere more intimate, The Brasserie On The Bay – the Two AA Rosette restaurant – is open for lunch or dinner. Chef Michael Fowler will create a festive menu with some seasonal twists.

This will also be open for New Year's Eve with a wonderful five-course menu with resident entertainment and a glass of Champagne to see in the New Year.

Why not take advantage of Prince's fantastic overnight packages and enjoy a hearty breakfast and stroll along the beach?

Or enjoy an evening at the Lodge: there is a Cocktail Masterclass on November 9; Cheese and Sherry Evening on November 14 and Champagne and Canapes on November 22.

Call Helen Smith on 01304 611118 or email h.smith@princesgolfclub.co.uk for details.

CHRISTMAS is a great excuse for a party with your friends and family – and Thorley Taverns are the best places to celebrate.

They have the perfect venue for your festive feast at their great inns and hotels in Broadstairs and Ramsgate.

In Broadstairs, the Captain Digby family pub and restaurant overlooks romantic Kingsgate Bay. It dates back to the 1760s and is named after a nephew of Lord Holland.

The Pavilion in Harbour Street has an enviable situation on picturesque Viking Bay and has hosted many fantastic parties.

Just round the corner is The Tartar Frigate, renowned for its seafood, with a roaring fire in the bar to welcome you in from winter's blast.

A few minutes away in Victoria Parade is The Charles Dickens, named after Broadstairs's most famous resident and which was completely refurbished last year.

Its Copperfields restaurant upstairs has commanding views of the bay.

In Ramsgate you are also spoilt for choice... between the Pegwell Bay Hotel and The Oak Hotel & Restaurant 66.

The Pegwell Bay Hotel, near Ramsgate and overlooking Pegwell Bay, won the Pride of Thanet award in 2011.

It has everything you need for a perfect Christmas party, including dinner and dancing and the option of an overnight stay.

The Oak Hotel & Restaurant 66 is in the heart of Ramsgate and overlooks the Royal Harbour. Again, you can stay overnight and have a dance if your party has a minimum of 30 people.

Both hotels offer 10 per cent off room rates when booked with a Christmas party.

As you would expect from Thorley Taverns, all food is top-notch and incredible value for money, with prices starting from as little as £19.95 a head for a three-course meal including starter, traditional roast, fish or vegetarian option and pudding.

For more details, contact each venue. Book now to avoid disappointment.

Offering a variety of places to get those party celebrations started

Thorley Taverns

www.thorleytaverns.co.uk

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Christmas Party Nights available at Prince's:

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New Year's Eve at The Lodge

New Year's Eve prices:

5 Courses £80.00 per person

Prices start from £110 per person for an overnight package based on 2 sharing a standard twin to include 5 course dinner

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Manor invites you to lunchtime escapes or fabulous nights out

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01634 201333

CELEBRATE the festive season this year in the warm and welcoming atmosphere of Bridgewood Manor.

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Bridgewood Manor has a fabulous selection of packages and options available to suit any taste... from incredible Christmas party nights to New Year breaks!

Do something a little different this Christmas and party at one of Bridgewood's fabulous tribute evenings. Your evening includes a three-course meal followed by coffee and mince pies. Afterwards, enjoy entertainment from a tribute act followed by dancing to the resident DJ. Please enquire for dates available.

Escape the office, take a break from Christmas shopping or meet up with friends for a festive three-course lunch priced at £19.95 per adult and £9.95 per child aged five to 12.

You can savour a traditional four-course Sunday carvery, too. Enjoy three delicious roasts with all the festive trimmings, followed by a visit from Father Christmas with gifts for all of the children. Prices are as above.

Christmas Day and Boxing Day lunches are also available.

Phone Bridgewood Manor on 01634 201333 and please mention Kent on Sunday when you call... many thanks!

The Monster Christmas Ball
Telephone: 01227 701042 www.kentchristmasparty.com

Showground's monster bash

THE Monster Christmas Ball is back for its fourth consecutive year, with tickets priced at just £49.50 per person (including VAT).

One fully-inclusive ticket price includes entrance to the purpose-built, fully-themed traditional Christmas party venue, complimentary welcome drinks and canapés and a four-course traditional Christmas dinner including a vegetarian option.

Wine is included with your meal and coffee and mince pies are served after dessert.

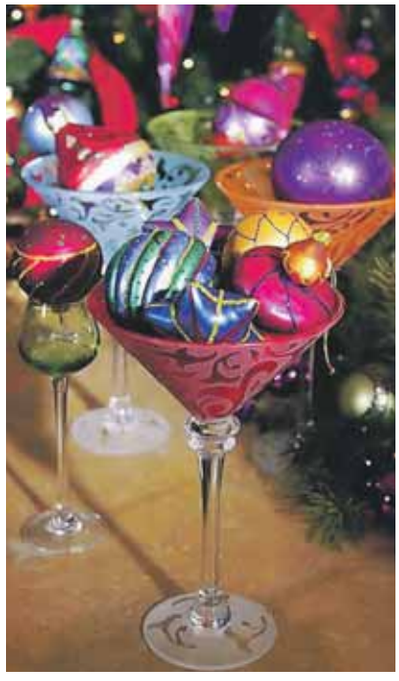
There is also a fun casino and live music, plus DJ and dancing in the Monster Christmas Ball nightclub.

The event is held at The Faversham Showground, which is conveniently located just off the A2/M2/A299 junction with free parking on site.

The event runs from December 6-20; up-to-date availability can be checked online at www.kentchristmasparty.com or by phoning 01227 701042.

Shared group and exclusive large group bookings are available, making the Monster Christmas Ball the ideal destination for your Christmas party this season.

Check the website for full event information or to view the Christmas menu and check details of exclusive travel deals to and from the venue that have been negotiated with UK Mobile Bars' travel partner.



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All parties include a delicious three-course dinner with entertainment and DJ until midnight.

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THE picturesque 14th-century Red Lion pub, in the village of Hernhill near Faversham, dates back to the 1300s and still contains many original features.

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Red Lion
Circa 1364

A picturesque 14th Century pub situated in a small village near the town of Faversham. Surrounded in history the pub dates back to the 1300's and still contains many original features. The pub offers a selection of traditional English food alongside the frequently changing seasonal specials.

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The Red Lion Pub,
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www.theredlion.org

There's an art to brewing the perfect cuppa

Tea guru Lalith Lenadora reveals the secret of an ideal brew to Greg Miles

IT keeps the workers of Britain going and gives a kick-start to your day, but making tea is much more than simply putting the kettle on... it's an art form.

The re-emergence of the famous East India Company has once again given Brits access to top-quality goods from abroad, just as it did when it started more than 400 years ago.

One of those is the humble tea leaf, of which there are hundreds of varieties waiting to tingle the taste buds of our nation, having been hand-picked in Asia.

Now those varieties, as well as other fine foods including coffee, biscuits and jams, are coming to Kent, with the EIC opening its second UK branch in Bluewater.

From there, tea-master Lalith Lenadora, pictured below right, will be raising awareness of his craft and divulging the secrets around tea-making.

Lenadora is certainly an expert on the subject, having been in the industry since the age of 18, working his way up from a tea-planter in his native Sri Lanka to sharing his encyclopedic knowledge of the industry in Britain with the EIC.

"Most of the British love tea," he said. "As many as 165 million cups are drunk a day. It is a vital part of everyday life. A lot of the youngsters are moving into leaf tea. With this, when you brew it in the cup, it releases all the flavours during a period of four minutes.

"With tea bags, they are not often left in for longer than one minute, which releases the colour, but you don't get the same flavour and benefits."

One of the reasons for the firm's success is the freshness of its tea. Many other companies take up to six months to import their teas after dealing with middle men and agents and deliberating over costs.

But Lenadora's knowledge of the system allows him to bring it by plane within 28 days of picking, ensuring it is one of the freshest imported teas around.

"As soon as you expose any tea to air, it loses most of its characteristics," said the 54-year-old.

"My role is to source the tea from the planter. My knowledge helps me to source it direct and the tea arrives within 21-28 days. Others often arrive in four to five months or are sometimes six months old when they arrive.

"When you select the tea, you feel the tea, you smell it, taste it and ask what consumers think."

Blends can range from the more popular Earl Greys to ones containing saffron from Iran, while there are many rare brands.

"The rarest tea and most expensive is Golden Tips, which come from a bush. It is picked only during two hours of the day when the bud is closed before the sun comes out," he said. "It costs around £130 for 100 grams."

Having worked in the industry for so long, he has consumed a fair few cups of tea in his time, but Lenadora is as keen as ever to continue his work.

"I'm still learning about tea," he said. "I learnt from the British, so I'm giving back my knowledge now. It gives me a great deal of satisfaction.

"We need to do an awareness programme to help people appreciate tea. We need to change the way it is drunk. I help in how to select tea and how to serve tea through tea-tasting sessions."

Top tea tips

1. Always use freshly-drawn boiling water. Reboiling the kettle reduces the oxygen level in the water. Oxygen draws out the best flavour in tea.
2. Warm the teapot with warm water before you use it to help the tea stay hotter for longer.
3. Use one tea bag or teaspoon of tea leaves per person plus 'one for the pot' if you prefer a stronger cup of tea.
4. Don't throw away rare teas after one brew as they can be used several times.
5. When using leaf tea, the water should be below boiling point as the amino acids that produce the tea's flavour dissolve at a lower temperature.

THE EAST INDIA COMPANY

The company was originally established more than 400 years ago during the reign of Elizabeth I by English merchants who were drawn to life in the east.

Thousands of Brits set up home in places such as India, Burma, Malaya and Indo-China and brought delicacies to England via ship.

At one point it had the largest merchant navy in the world and conducted 50 per cent of world trade.

The company folded 138 years ago after soldiers of the company's own army revolted against the British in 1857.

A small arm of the company did live on trading in tea and coffee, but it had nowhere near the same power. Things changed in 2005 when Indian businessman Sanjiv Mehta bought it and set about turning it into a global force, opening its Mayfair branch.

Visit www.theeastindiacompany.com for more information.

We all love a cup of tea and slice of cake

IF there is one thing that the English enjoy, it is a good cup of tea... and the people of Kent are particularly well served, with the county bursting with quaint tea rooms.

And they are thriving in today's difficult economic environment, whereas some others in the food and drink industry are struggling.

Holidaymakers and visitors are always keen to find a quiet spot for a good brew to break up their day, while locals are as loyal as ever when it comes to getting their slices of home-made cake or a cream tea.

The Lavender Tea House in Folkestone has thrived since opening 18 months ago.

"The summers are short and so we have never set out to target tourism and visitors to the town," said manager Natalie Cheeseman.

"It's very much a local place for local people, something that is part of the community."

That ethos is proving popular among all age groups, with people still happy to spend their money in a 'recession-proof business'.

"We have a good range of younger people and a lot older who meet here," said Natalie. "It's growing in popularity, especially in a recession. People still want to meet friends and have a little treat like a piece of cake and a pot of tea. It's affordable.

"People won't stop treating themselves in a recession – that's why we've had a resurgence. It's about taking time to sit down and enjoy it.

"People aren't going to pubs as much any more and tea rooms are a nice, cosy environment for people.

"Folkestone is a growing town – it's a good, tight community."

Penshurst's Fir Tree Tea Room opened in 1930. Current manager Caroline Fuller-Rowell has been in the business for 28 years and has enjoyed seeing things change.

"When we started we just had a set tea – you got what you were given," she said. "People didn't get to choose what cake they wanted – they had two pieces and nobody ever chose.

"Everybody wants to know what they are having now, and people don't eat quite so much. It's very interesting the way it has changed.

"There is an element of looking back and nostalgia that has helped.

"But you also have to be good without crowing – one of the things we try to do is keep standards up."

The Lavender Tea House and Fir Tree House Tea Room, together with Mrs Knott's Tea Room at South Foreland lighthouse near Dover, are finalists in the Kent Life and Kent on Sunday Food and Drink Awards in the Tea Shop of the Year category.

The winner will be announced on Thursday, November 14.

FINAL THREE: Clockwise from left, Lavender Tea House in Folkestone; Knotts Tea Rooms, South Foreland; and Fir Tree Tea Room in Penshurst

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Yes, you can believe the hype when it comes to the Surin

Surin Restaurant

Location: Ramsgate

Reviewed by **DAVE MAIRS**

THAI has not yet commanded the place in the British psyche held by Indian food. "We must catch up and have a beer and a Thai" is not part of our lexicon.

It is, though, arguably first in the pursuing pack that has helped changed this country's culinary landscape over recent decades.

The opening of the Surin Restaurant in 2002 certainly changed things in Ramsgate, although the echoes of something a little out of the ordinary spread far beyond the Isle of Thanet.

Owner and chef Damrong Garbutt is no slouch when it comes to mastering the art of publicity – and good luck to her. National newspapers have veritably queued up to sing the Surin praises.

Surin, it should be stressed, isn't just about Thai food. Menus, business cards and indeed all promotional literature make clear that dishes are borrowed not just from Thailand but from Laos and Cambodia as well. This may be less of an eye-opener these days, given the manner in which the last two countries have opened up culturally and socially, but when the Surin opened its doors most of us knew little of either, culinarily or otherwise.

The restaurant now has a number of rivals locally. The long-heralded, if never fully realised, rejuvenation of Thanet has heralded some genuine benefits away from the hype.

One is the development of an ever-strengthening arts scene, while the other is an excellent choice of cuisine that can stand eye to eye with most places.

So how does the Surin match up against the newcomers or indeed the more long-standing establishments? Has the early front-runner been overtaken by the new kids on the block?

Happily – because I like the Surin – the answer is no. In truth, nothing had changed very much from my last visit. The atmosphere is still homely and welcoming, the service charming and the food excellent.

Just writing about the fish cakes that I had as a starter makes me want to divert there on the way home this evening, while the roast-duck curry with house-special fried rice was an exquisite main course.

My companions elected for butterfly prawns in breadcrumbs and chicken satay as their starters, while their respective main courses were mixed seafood, lemongrass and chilli and beef with ginger. They shared a bowl of steamed rice.

I'll conclude with their reaction. Both can be excessively hard to please, excessively critical. Both were thrilled with their meal and keep asking when they can return. Compliments really come no greater.

With wine and coffee taken, a final bill of less than £60 added to the general joy. Bravo Surin!

■ **Surin Restaurant**
30 Harbour Street,
Ramsgate, CT11 8HA
(telephone 01843 592001,
web www.surinrestaurant.co.uk)

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Paint it black

Dressing up this Halloween isn't just about the costumes… it's about the guise of the home, too. So dim the lights, lock the doors and prepare for an evening of mysterious sounds and devilish delight...

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Please include your name and address, although these will be withheld in exceptional circumstances, and a daytime phone number for verification (this will not be published). We reserve the right to edit all letters.

At least the birds shot have a chance

Thank you for that illuminating article on game (KoS, last week) showing up how ill-informed Messrs Tyler and Duckworth are.

As chiefs of their respective organisations, Animal Aid and the League Against Cruel Sports, one would expect a level of knowledge in wildlife conservation. Not biased, inaccurate and almost slanderous remarks about, I quote, "mass shooting on an industrial scale" and "manufacturing an animal target".

Absolute total nonsense.

Nearly all the statements by them are unsupported opinion not based on accurate facts, unlike Mr Blackmore of the Countryside Alliance who made truthful remarks.

One fact he did not mention is that without rearing and releasing game into the countryside to supplement the wildstock there would be no pheasants or partridges to be seen.

And without pest control there would not only be no game but hardly any song birds. Pests are not selective on what they prey on and have it very easy to find nesting sites. Without our intervention to balance nature, the pests' targets would have disappeared years ago.

Anyone who thinks shooting is cruel should visit an abattoir and see how cattle are slaughtered, at least game has a chance, cattle don't.

John Atkins, Greatstone

Europe opinion was 'poppycock'

I am not a member of Ukip, but I believe Dr Bullion's letter (KoS letter 29.09) to be total poppycock.

He opines that the UK leaving the EU will be "an unmitigated disaster"; that three million jobs will be lost, This is rubbish. There is no evidence for it. It is just as likely there will be a national renaissance.

Geoffrey Clark, Meopham

Lib Dems have made a difference

Christopher Hudson-Gool (KoS letters, 6.10) is mistaken when he claims the Liberal Democrats have no power as partners in government.

We have been able to implement many policies which directly benefit people across Kent, such as raising the threshold at which income tax starts to be paid and reducing the cost of school uniforms.

Furthermore, the Lib Dems were able to negotiate in the coalition for an increase to the pupil premium, which gives additional money towards the education of disadvantaged children and the introduction of free school lunches.

Both policies are now being implemented by schools' minister David Laws, as he told an audience last week in Headcorn.

The pupil premium allocation for this school year is £47.8m across 54,200 children for Kent and Medway; at £900 for most children.

David Laws also revealed that the estimated pupil premium for next year will be £60.9m across a similar number of children, meaning a rise by a whopping 44 per cent for primary children to £1,300.

Free school meals are also to be offered to all in reception to Year 2.

There are 59,568 kids eligible in the county at around £400 each. This will now go to all youngsters thanks to an extra £23.8m.

This amounts to a total increase of £132.5m additional money for Kent schools from now until July 2015. It also amounts to £182m across the whole of this Parliament, delivered by the Lib Dems in government.

Dr Alan Bullion, Tunbridge Wells

LETTER OF THE WEEK

Game is the ethical choice for meat eaters

I'm vegetarian, but if I was going to start eating meat then it would be game.

It doesn't have to be packed into trucks and driven to a slaughterhouse, it also doesn't live all its life in a small cage or pen.

I know there are many farmers who treat their livestock well, but without local ethical slaughter and good butchers animals will still become distressed; what an end to life.

I always try and make sure my wife buys "red tractor" meat (she's not a veggie) and free range eggs. I do live in a village and have worked on farms.

This may influence me, but what I find worse is British farmers obeying rules on animal husbandry, yet with imported food it isn't always the same.

To those who eat chicken, either whole or in pies etc, do you know where it's from? How it was raised?

Larry Page, Folkestone

Tories are looking after themselves

There's more to add to Mike Eddy's letter on the Tories' 'cuts' fiasco (KoS letters, 6.10).

All governments have steadfastly done nothing about the £35 billion tax avoidance. The fact companies like Vodafone decide their own tax, companies like Starbucks use loopholes to pay virtually no tax and that we pay a reported direct cost of £16bn a year (plus extras) to the EU.

While MPs protect the companies who pay their party funds, provide their directorships and ensure the continuance of the EU 'gravy train', the 'man in the street' is paying for the shortfall. Meanwhile, George Osborne pats himself on the back as our national debt rises to £1.2 trillion – and he continues to borrow billions every month. Some cuts!

If we ran our homes in the same way, we'd be considered profligate, certifiable and possibly criminal.

Phil Granger, West Malling

Motorists deserve better treatment

Clearly, camera cars (KoS, last week) are catching many people and our over-staffed councils are permanently extending yellow lines to make life as difficult as possible for everyone.

In the days of traffic wardens, you could stop and enquire of a suitable parking spot. They were more than just ticket issuers.

Of course, we can't simply have a free for all on parking, but we do need to be treated a lot better.

There are enough motorists to organise a show of annoyance. It is noticeable that no such effort goes into trying to minimise dog mess; not enough profit in that.

Just shows how they are not really doing things for our benefit.

Best not to have my name on this one, might get a ticket.

Fed up motorist, Cliftonville

Youth PCC role is a waste of money

What lessons have been learned since Paris Brown? (KoS, September 22). The answer must be "none".

When will Mrs Barnes understand that a youth commissioner is neither needed nor wanted?

There are so many youth groups and organisations which could equally and more ably assist this, it would seem, than an out of touch sexagenarian if she cares to speak with them. Why does she need to have someone in a one-year post to do that? What use would they be?

As soon as (s)he took up the appointment and got their feet under the table, their term would be up and the whole process would begin again. What would be achieved?

The cost of £15K is only the beginning – what about transport and a doubtless multitude of ancillary expenses? What a waste of public money. Surely there are realistic and practical uses for that money if it is going spare?

John Greenhill, via email

KOS 10 GUIDING PRINCIPLES

AS part of our commitment to providing the best service to you, we have produced our 10 guiding principles which tie in with our parent company Archant's overall mission statement.

Archant's mission statement is: "We bring together motivated buyers and sellers through the creation of unique and compelling content and community expertise." This is summed up in the strapline 'Inspiring Communities'.

The way KoS will create our unique and compelling content is to follow these 10 principles:

Kent on Sunday will:

1) Be available in every postcode in Kent.
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3) Be written in clear, concise English.
4) Not be overly sensational.
5) Have a sense of humour.
6) Have an easily understood division between news, comment and advertising.
7) Seek to celebrate as well as constructively criticise.
8) Highlight topical issues of concern to people living in the county.
9) Spotlight individual cases which raise broader concerns.
10) Champion causes that it feels are important to the well-being of the county and its people.

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Botany Bay

by **Monica Stringer**
from Folkestone

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ALL ABOARD: It is thought Eurostar's new high-speed service, due to start in 2016, will use both Ebbsfleet and Ashford en route to Amsterdam

Eurostar going Dutch is no concern to Manston

Announcement of a new high-speed rail service from London to the Dutch capital of Amsterdam is due in 2016, heralding fresh opportunities for Kent businesses looking to connect with Europe – but it could see Eurostar and Manston in a battle to attract the same customers, says **Chris Murphy**

SMALL business chiefs have welcomed news Eurostar trains look set to travel directly to Amsterdam in three years time as part of an expansion of its services.

The route, which could service both Ebbsfleet and Ashford by 2016, will likely run in direct competition to airline operator KLM's flights to the Dutch capital out of Manston, a short-haul service to the city's international hub airport Schiphol.

Although Eurostar has said prices have not yet been finalised, Manston bosses have welcomed the competition, but stress it is too early to be talking about a price war.

Chairman for the Federation of Small Businesses in Kent and Medway Roger House is delighted there will be more than one option available to Kent residents and businesses.

He said: "Small firms need enhanced transport infrastructure, with a variety of options available. A wider choice to connect small firms to Europe can only be positive.

"To assist businesses in Kent, we need Eurostar to provide more services from Ashford International to the Continent

"The train offers the merits of city centre destinations. The KLM service from Manston to Schiphol offers Kent businesses a gateway to the world without the difficult and unreliable journey time to Heathrow, Gatwick or Stansted."

A source at Eurostar has confirmed it is "highly likely" the trains will stop in Kent as the county "is very important to us strategically".

Eurostar currently operates the high-speed rail service to Paris and Brussels.

The announcement was made after the train company signed a deal with Netherland Railways and it will be ratified in the Dutch parliament later this month.

Chief executive of Eurostar, Nicolas Petrovic, said: "We have long been ambitious for expansion to new destinations, so this announcement marks a major advance in our growth plans.

"With more than three million passengers travelling by air between London and Amsterdam, this is one of Europe's most popular routes.

"Our fast, comfortable, point-to-point service will greatly enhance the links between the UK and the near continent, revolutionising travel

Continued on page 60 »

Hol-land of opportunity

BUSINESSES eager to unlock trade opportunities in Holland should head to Manston Airport for a high-level international trade seminar this month.

The 'Doing Business in the Netherlands' seminar, held on Thursday, October 24, is being organised by UK Trade & Investment and Air France KLM, in cooperation with Kent International Business and the 2 Seas Trade Project.

Its aim is to demonstrate through real-life trade successes how other Kent firms can make the most of the business opportunities on offer in the Netherlands.

If you have a business story, we would like to hear from you. Telephone on **01303 817100** or email **editorial@kosmedia.co.uk.**

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Increasing numbers of apprentices move into higher education

PROGRESSION: More apprentices choosing to go back to the classroom

A GROWING number of apprentices are moving on to higher education, a new study has found.

Research carried out by the University of Greenwich at Medway, commissioned by the government's Department for Business, Innovation and Skills (BIS), revealed that increasing numbers are choosing to progress in courses at either a university or further education offered at a college.

Sharon Smith and Hugh Joslin, from the Centre for Work Based Learning at the Medway campus, undertook the research.

They tracked the destination of nearly 220,000 apprentices between 2004 and 2011.

A spokesman at the university said: "They found that apprentices may often work for a number of years before progressing to higher education.

"Of apprentices completing their apprenticeship in 2005, 4.6 per cent progressed in the year following but six years later it was found that 15.4 per cent had gone on to university or higher education offered in a further education college."

The study found that nationally a higher proportion of apprentices that go on to university level courses come from deprived backgrounds than other school leavers. Some 78 per cent of apprentices tracked went on to study part-time higher education.

A report by BIS said the study provided a baseline for apprenticeship progression to higher education.

"(It is) particularly useful given the changing landscape of apprenticeships with increasing populations and the expansion of higher apprenticeships," it explained.

"By fostering a culture of progression which is supported by access and funding, progression for future apprentices in a range of sectors could be a viable and desirable option for the employee, employer and the economy."

College signs up with league side

MIDKENT College has teamed up with Charlton Athletic Community Trust to offer a free study programme in sport.

The course, for 16-18-year-olds, is available at both the Medway and Maidstone campuses and includes English, maths and the possibility of a work experience placement.

Students will work towards a nationally-recognised sports qualification at level one or two

For information or to register for a place see http://bit.ly/18JqA4C.

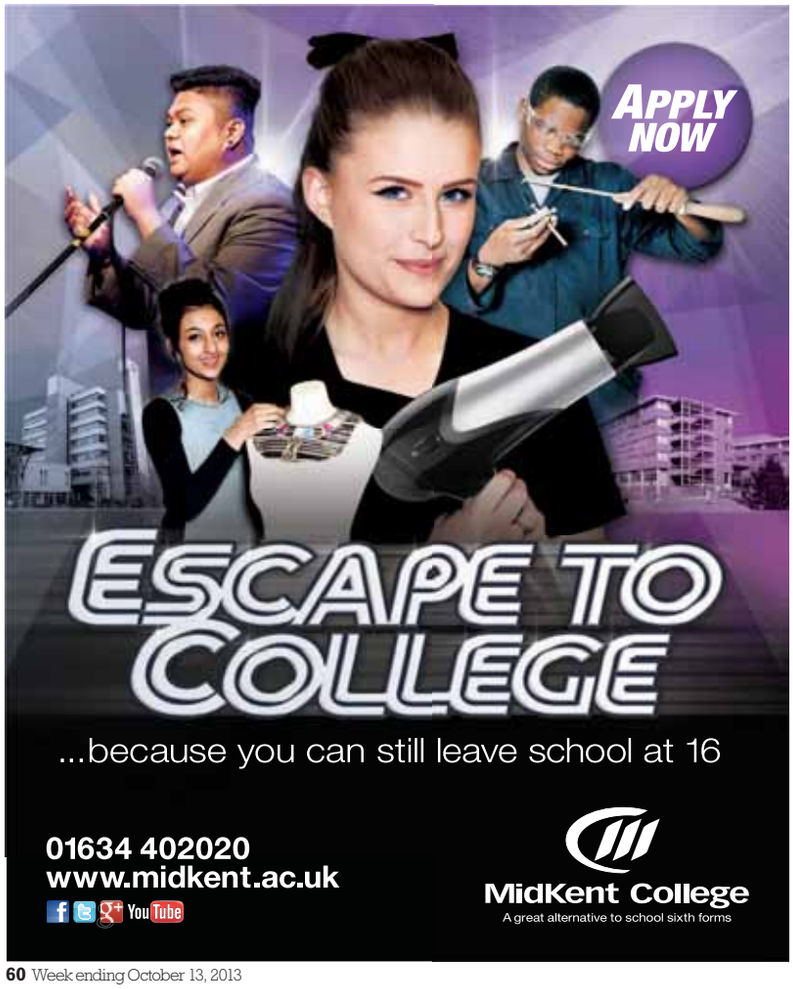
Florist blooms with top marks

A HADLOW College floristry student has achieved the joint highest marks for the NPTC level four higher diploma.

Sarah Bateup, manager of Broadview Florist at the college, is now studying for her level five diploma, the top floristry qualification available in the UK.

Broadview Florist, graded outstanding by Ofsted, is based at Hadlow College.

» What is your business doing to help our young people? If you have a good news story, email **editorial@kosmedia.co.uk** or call **01303 817100**.



Picture: TIM STUBBINGS

HIGH HOPES: Manston chief executive Charles Buchanan is confident airport won't lose business

« Continued from page 59

between these important financial and tourist hubs."

At Manston, the chief executive Charles Buchanan said he was confident the airport would not lose business to the rail service.

He said: "With more than three years to go before this 'first step' could become a reality, we do not see this as either an immediate or long-term challenge to the excellent and convenient service we offer.

"It is almost impossible to compare a 40-minute flight with a four-hour train journey.

"There will always be people who prefer to take the train rather than fly, but we do not see Eurostar's service as a great threat.

"The convenience of parking within yards of your flight and checking your bag in, whether it be to Amsterdam or right through for a long-haul journey, means Manston will continue to offer the simplest and most seamless of journeys.

"With a flight time of 40 minutes, we still believe most people would prefer to fly that kind of distance rather than take the train."

The train service is set to feature new e320 trains which will be compatible with the Dutch high-speed signalling systems and aims to "encourage passengers to choose high-speed rail over plane" for short-haul European travel.

In the last year, the business has introduced new services to the Swiss Alps and Provence in the South of France and plans to run two services a day between London and Amsterdam with journey times of around four hours.

They will run via Brussels, Antwerp, Rotterdam, Schiphol Airport and Amsterdam Centraal.

Entrepreneur is hallmarked for bright future as hobby takes off

Joe Bill talks to Katie Mullally whose fledgling jewellery business has become an international success, despite the current economic downturn

AS THE dark cloud of the economic downturn continues to hang heavy over the retail landscape, for some it has come complete with that elusive silver lining.

Katie Mullally, from Tunbridge Wells, is one of those to have embraced the downturn, and in just two years has taken her jewellery business from a hobby in her converted garage studio to the international marketplace.

The 53-year-old mother-of-two started her own line in silver jewellery in early 2012, having learned the art of hallmarking – the ability to decipher the quality of silverware by its markings – and valuing pieces while working as a youngster in her grandmother's London antiques shops.

She explained: "My kids were growing up and I really wanted to work at something so I went on a silver smithing course.

"I started off mixing old with new, so making a new bangle and then adding a vintage charm to it, and it just grew from there.

"I design the pieces and work with three local silversmiths who do the casting and finishing off."

Having attended her first trade fair not even two years ago, Mrs Mullally decided the business could make her money

"It was a bit of a eureka moment really; I just thought it was a good opportunity for me to make a living."

The silver designer now has her pieces in more than 50 stockists including Fenwicks in Tunbridge Wells, accessories website Graham and Green as well as popular Irish store Brown Thomas.

And while others struggle, Mrs Mullally says the recession is not hitting her bottom line.

"I haven't known the climate to be any different, I suppose. When I first started doing the retail fairs, people who have been in the business for years would come up and say 'this is a terrible time and really hard work', but I think anybody who has started a business up during the recession... then that's all they've known.

"Our expectations are less I suppose, and with jewellery its not something you have to buy, its not essential.

"So it is really lovely when people do buy it because they like it enough to pay for it."

The designer is looking forward to a bright future having already seen her pieces take centre stage in TV shows such as Channel 4's Made in Chelsea, while one of her chains was worn by pop star Nicole Scherzinger – currently starring on X Factor and formerly with the Pussycat Dolls – prompting more interest in her products.

The designer adds: "It would be nice to think that when the recession does lift significantly that those people who have [just] started out would be in a prime position."

SPARKLING: Katie with selection of her work

Mrs Mullally has also got some tips for anyone looking to kick-start their own business despite the economic climate: export your merchandise.

"Selling your product outside of the UK is a really good idea. Remember there are many countries whose economies are not struggling and plenty of emerging markets too.

"For example, Brazil has the Olympics next year which will create opportunities, and Japan is booming. I'll be visiting next year to try and expand my opportunities there."

Mrs Mullally already has her pieces for sale at stockists in Australia and Ireland and believes the global reach of social networking websites have helped establish her name and reputation.

She said: "Social networking has really been helpful for me. Because of my age I didn't really know much about it; I didn't even have Facebook, so that has been a huge learning curve.

"The main thing is you want to earn money from it, but you also have to do something that you enjoy and have a passion for.

"If you love baking, start a cupcake business. It has to be something you enjoy.

"You have to be willing to take up new skills. I am still learning, but I talk to as many people as I can and I listen to advice. The other thing that is very important is to listen to exactly what your customers want."

STATE-OF-THE-ART: Kent Institute of Medicine and Surgery will provide private and NHS care

World-class £85m medical centre will attract supporting businesses

By Joe Bill
joe.bill@archant.co.uk

THE first phase of a multimillion-pound medical facility, creating up to 400 jobs, will open next spring.

The Kent Institute of Medicine and Surgery (KIMS) will provide top-level tertiary care to private and NHS patients.

It will form part of the £85 million Maidstone Medical Campus, which aims to be a world-class centre of excellence in patient care and medical research, and includes both an educational facility and a hospital.

The independently-owned KIMS has entered a funding deal with Clydesdale Bank to cover the initial building and operating costs with additional cash for the scheme provided by corporate and private investors.

The seven-acre site, adjacent to junction seven of the M20, comprises of a series of buildings that will provide private medical care, but will also support the NHS by providing specialist treatment to Kent residents for which they currently have to travel to London for.

The first phase will include the opening of facilities for complex surgical care, day treatment and outpatient consultations.

There will also be specialist paediatric and women's health units, including a new maternity birthing facility for Maidstone, and pathology laboratories providing a central facility for use by Kent hospitals.

The second phase will be watched over by Kent firm asb law, which has been appointed as legal adviser of the development.

Russell Bell, senior partner at the law firm, said: "The development of KIMS will no doubt attract a number of supporting businesses thus generating additional growth for central Kent, in addition to bringing world-class medical facilities to the region."

It is hoped the first campus-based facilities will be opened in 2015/16 by KIMS Healthcare operating as Kent Institute of Neuroscience and Rehabilitation.

The facility will include a neurological rehabilitation centre, providing specialist rehabilitation services and accommodation for those with medium and long-term needs, such as those with multiple sclerosis, dementia and traumatic brain injuries

There will also be a medical university providing graduate and post-graduate teaching facilities in conjunction with leading universities as well as research and development facilities to be provided in partnership with Canterbury Christ Church University and Stem Laboratories UK.

Helen Grant, MP for Maidstone and the Weald, who has visited the KIMS site, said: "I very much look forward to seeing KIMS open and I know my constituents will benefit from the innovative treatments it provides".

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INCLUDED: Escorted throughout abroad ● Return rail travel from London St Pancras (from Ebbsfleet on request) ● 3-night semi-all-inclusive cruise on the mps Princess ● Outside, twin bed cabin with private facilities - upgrades available ● Entertainment ● Transfers abroad

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Note: Price subject to cabin grade availability at time of booking.

Grease & Saturday Night Fever Christmas Party

at Mill Rythe Resort Hayling Island

2 nights half board
PLUS £1.50 Bar

Was ~~£130pp~~
Sale £99p

Quote: MR13-KOS

Friday 22 Nov, 2013

We had a fabulous Christmas Party at Mill Rythe in 2012, so we're doing it all again. We've booked the whole resort – for over 40s only - with great entertainment day and night including a Grease movie screening & Tribute Show and a Frankie Valli tribute. Add to this cut price drinks both nights and you're assured a cracking Christmas party weekend.

INCLUDED:

● £1.50 drinks from 6pm to midnight both nights - house beers & spirits, wine by the glass, pumped soft drinks & mixers
● Full entertainment programme
● 2 nights en-suite chalet accommodation
● 2 breakfasts and 2 dinners

Mamma Mia & Super 70s Christmas Party

at Warner Norton Grange, Isle of Wight

3 nights half board
PLUS Free Bar

£219pp

Quote: NO11-KOS

Friday 29 Nov 2013

Great Entertainment, Free Drinks, Free Car Ferry and a super location make Warner's Norton Grange resort, on the Isle of Wight, our most popular Christmas Party venue. This Christmas we're featuring a Mamma Mia movie screening, an Abba tribute band, comedy legend Joey Howard plus lots of festive and nostalgic fun. There's also a Free Bar from 6pm to midnight every night.

INCLUDED:

● Free Bar from 6pm to midnight every evening for house beers & spirits, wine by the glass, pumped soft drinks & mixers, tea and standard coffee
● Entertainment & Activities programme
● 3 dinners & 3 breakfasts
● 3 nights en-suite chalet accommodation - upgrades available
● Leisure facilities: Indoor pool & sauna
● Car ferry crossing worth £45

Swinging 60s Carry on New Year Party

at Warner Bembridge, Isle of Wight

3 nights half board
PLUS Free Bar

Was ~~£219pp~~
Sale £209pp

Quote: WS1-KOS

Friday 10 Jan, 2014

Our private party extends the New Year festivities and takes us on a trip down memory lane at our favourite Warner hotel. Enjoy a gala New Year's Eve party with countdown to midnight and great entertainment including original 60s chart toppers The Fortunes, Dusty Springfield and Lulu tributes, comedy legend Joey Howard and Free Drinks every night.

INCLUDED: Free Bar from 6pm to midnight every night for house beers & spirits, wine by the glass, pumped soft drinks, mixers, tea & standard coffee ● Entertainment ● 3 dinners & 3 breakfasts ● 3 nights standard en-suite chalet - main hotel upgrades available ● Car ferry worth £45

property

Still plenty to do before you become registered owner

In this second section of his article on conveyancing, Edward Foster explains the stages from exchange to post-completion

EXCHANGE

Contract exchange, deposit and commitment

FOLLOWING analysis of the contract report, if the buyer and seller still wish to proceed, they both sign final copies of the agreement and send them to their solicitor, who will deal with the contract exchange.

This procedure is dealt with on the telephone between the solicitors, so you will not usually need to attend.

When exchange of contracts takes place, the date for completion is now set and you are contractually bound to buy the property.

Your solicitor will send your deposit (usually 10 per cent) to the seller's solicitor.

This is usually non-returnable and acts as security for the seller in case you either cannot or do not want to complete.

If that happens, the seller may be able to keep your deposit and may take you to court to recover any additional losses arising from the breach of contract.

If for whatever reason you are unable to pay the deposit, you should tell your solicitor as early as possible so other arrangements can be made, for example a bridging loan, agreement of a reduced deposit or the use of your own purchaser's deposit if you are selling.

Insurance

IF you are obtaining a mortgage, the lender will require you to arrange the buildings insurance.

If there is no mortgage or if you wish to arrange insurance with a company of your choice (rather than relying on insurance arranged by the lender), you must effect adequate insurance cover as from the date of exchange of contracts.

The level of cover will be dealt with in the survey report.

If you decide to arrange your own insurance, there could be additional administration charges depending on the requirements of the lender.

Final checks and funding

FOLLOWING exchange, the solicitor will prepare the legal documents to transfer ownership, check the mortgage documents and complete the final searches at the Land Charges Registry and the Land Registry.

They will ensure all tasks specified in the contract have been completed and you should notify your solicitor of any matters that need to be brought to their attention prior to completion itself (for instance, if fixtures and fittings have not been left as agreed).

Finally, they will issue you with a financial statement that gives you the final amount you will need in cleared funds in your solicitor's bank account before completion.

If you are taking out a mortgage, your solicitor will draw down the loan amount from the lender in time for completion.

Your solicitor will then arrange for the transfer of necessary funds in advance of completion.

If you are looking to complete the purchase quite quickly after exchange of contracts, they will usually request payment of any completion monies from you at the time of exchange of contracts.

COMPLETION

Completion arrangements

ON the day of completion the outstanding amount is transferred to the seller's solicitor through your solicitor.

You will now own the property and you can then collect the keys.

Sometimes there is money due to you and, if so, your solicitor will send you a statement together with a cheque unless you have already instructed otherwise.

POST-COMPLETION

Registering title

YOUR solicitor registers your title at the Land Registry.

The registration will usually be completed within four to six weeks, although this can be longer if you are buying a new property or one that is subject to first registration at the Land Registry.

When the deeds are returned, your solicitor will check that the title is registered correctly.

The deeds will then be sent to the lender, or if there is no mortgage your solicitor may be able to hold your deeds for you without charge.

You will be sent a copy of the title for your records showing you as the registered owner.

Edward Foster is senior partner at FostersLaw.
If you have a question relating to this or any other matter, simply 'Ask Ed' by emailing him at **asked@fosters-law.co.uk**

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driving

BMW's 'fourthright' star

By Steve Loader
editorial@kosmedia.co.uk

THIS month marks the death of a hero... but don't be sad.

For while there will be mourning at the demise of the BMW 3 Series Coupé – darling of the young executive classes – it also heralds the birth of its 4 Series replacement.

In doing so, BMW has sorted an anomaly in its range that was clearly niggling its Teutonic desire for order.

In BMW-speak, odd numbers are used for saloons and estates and the new Gran Turismo hatchbacks.

But the 3 Series Coupé had been out of step with its humdrum sisters for some time anyway; no longer simply a two-door saloon spin-off, it had morphed into a lower-slung design with few saloon body panels carried over – in short, a quite different car.

It also does away with a rather more awkward anomaly for BMW, justifying the higher price charged for a two-door model compared with the four-door version in the same line-up.

A new 4 Series costs an average of about £3,000 more than its 3 Series equivalent, but I suspect few buyers will even bother to make the comparison or care now.

Liberated from any association with its former strait-laced sisters, the new 4 Series also now seems to celebrate its freedom by becoming what is probably the finest-looking model in the German marque's range.

Better still, it perhaps erases memories of designs by BMW's former design boss Chris Bangle, whose 2001-08 generation 7 Series flagship was judged one of Time magazine's 50 Worst Cars of All Time.

Indeed, many industry-watchers believe BMW grew and prospered during the Nineties and early Noughties despite Bangle's controversial tenure, thanks to its engineering excellence, reputation for building 'drivers' cars' and pioneering greener and more efficient models – all encompassed by the brand's famous strapline 'The Ultimate Driving Machine'.

The new 4 Series (from £31,575) features all those USPs plus a welcome return to form – literally – on styling, with an even lower roofline and bulging wheel-arches to emphasise the car's driver-pleasing wide stance and track.

I haven't driven it yet, but past form suggests this will be a beautifully-poised car to set the class benchmark, easily beating its only rear-wheel-drive rival, the Mercedes-Benz C-Class Coupé.

It will also be able to attack the relatively anodyne Audi A5 on all fronts by offering all-wheel-drive – branded xDrive – to combat the A5's quattro option as well as its standard front-wheel-drive layout.

The new coupé is impeccably built and trimmed and while it is a two-door, with access to the rear predictably challenging, actual space in the back is quite good, though tall passengers must make the most of the legroom by slumping a little to then make the best of limited headroom.

BMW offers a choice of six sporty turbocharged engines, mostly with short-shift six-speed gearboxes as standard or optional eight-speed auto transmission – the latter is also standard on some models.

All variants incorporate BMW's eco-friendly EfficientDynamics technologies to optimise fuel consumption and lower emissions.

Three popular engine choices will be offered immediately: the 2.0-litre four-cylinder 428i petrol unit and 420d turbodiesel and 3.0-litre six-cylinder 435i petrol.

Three further alternatives arrive within a month and we can expect an elegant and desirable 4 Series Convertible to follow around this time next year.

Other **view...**

the Petrolhead
It's the business, looks great, will drive the same way, and thrusting young executives will even change jobs for less salary to get one.

the Woman Driver
Very sexy on the outside and I love the interior, too. It's nice that BMWs manage to be green as well as desirable.

the Eco-warrior
I applaud BMW's green efforts, but the brand enjoys a cult status with a breed of selfish drivers who worship speed and image.

EYE-CATCHING: BWM's stunning new 4 Series is probably the German marques best-looking model, with a lower roofline and bulging wheel arches

KEA

BMW 4 Series

Price:	**from £31,575**
Driving appeal:	★★★★★
Image:	★★★★★
Space:	★★★
Value:	★★★★
Running costs:	★★★★
How green?:	★★★★
Best rival:	**Audi A5 Quattro**

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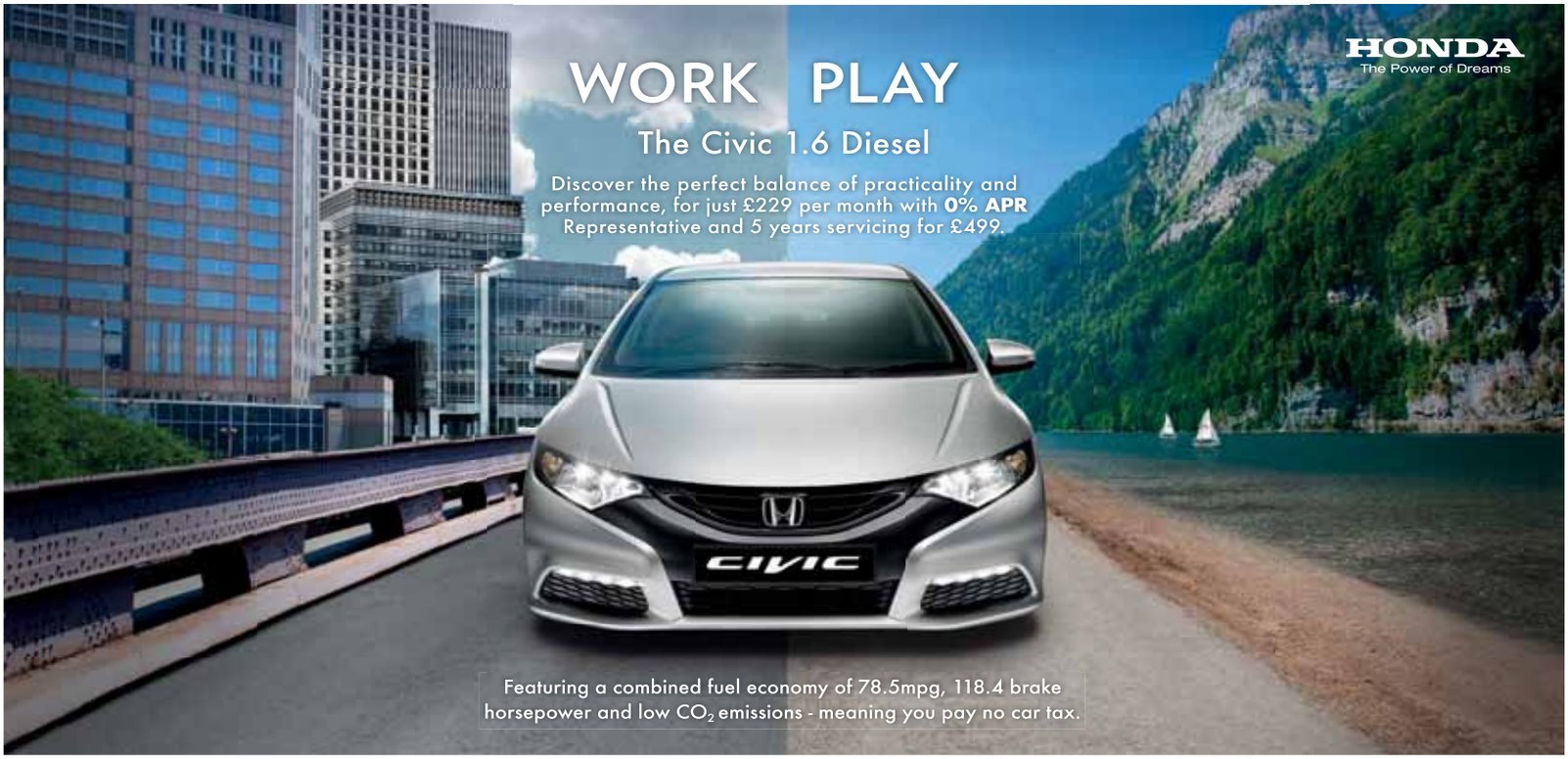

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Fuel consumption figures for Civic 1.6 i-DTEC SE in mpg (l/100km): Urban 70.6 (4.0), Extra Urban 85.6 (3.3), Combined 78.5 (3.6). CO_2 emissions: 94g/km. Fuel consumption figures sourced from official EU-regulated laboratory test results, are provided for comparison purposes and may not reflect real-life driving experience.

Model Shown: Civic 1.6 i-DTEC SE Alabaster Silver Metallic at £20,075 On The Road. **Terms and Conditions:** New retail Civic 1.6 i-DTEC SE registered from 1 October 2013 to 31 December 2013. Subject to model and colour availability. Offers applicable at participating dealers and are at the promoter's absolute discretion. **Honda Aspirations (PCP):** £229 per month example shown based on Civic 1.6 i-DTEC SE in metallic paint at £20,075 total cash price (and total amount payable) with 37 months 0% APR Representative (interest rate per annum 0% fixed) with £4,764 (24%) deposit, Guaranteed Future Value / Optional Final Payment of £7,067.10, annual mileage of 10,000 and excess mileage charge: 5p per mile. You do not have to pay the Final Payment if you return the car at the end of the agreement and you have paid all other amounts due, the vehicle is in good condition and has been serviced in accordance with the Honda service book and the maximum annual mileage has not been exceeded. Indemnities may be required in certain circumstances. Finance is only available to persons aged 18 or over, subject to status. All figures are correct at time of publication but may be subject to change. Credit provided by Honda Finance Europe Plc. 470 London Road, Slough, Berkshire SL3 8QY. **Servicing:** Five years' servicing or 62,500 miles, whichever comes first, for £499 including VAT and includes a maximum of five manufacturers' scheduled services.

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Cl500 Coupe Silver 44,426 miles **£28,500**
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Clk200 kompressor convertible Silver 43,518 miles **£12,000**
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FINALLY! Honda's decision to release a diesel version of its popular Civic should attract more private buyers

Diesel addition allows Honda to close ranks

Honda's puzzling lack of an everyday diesel for its popular British-built Civic has ended with the arrival of its 1.6-litre eco star power option, writes **Steve Loader**

IT'S the end of a frustrating hunt for a missing jigsaw piece.

And it's had Honda dealers and loyal customers alike punching the air because Honda has finally plugged a gap in its line-up by launching a 1.6 diesel engine.

Almost as significant, it made its debut earlier this year in the Civic hatchback, where sales had been hamstrung by the lack of an ultra-tax-efficient diesel to attract business users and an eco star to tempt private buyers; the 1.6 diesel fits the bill for both.

Civic diesel customers previously had no choice but the established 2.2-litre unit – refined but something of a lump for a family hatchback.

Not surprisingly, the Civic – despite its racy looks – felt ponderous against key rivals such as the VW Golf, Ford Focus and Vauxhall Astra.

That's all changed now. The new 1.6 diesel Civic (from £19,575) is a much nicer drive on top of exemplary efficiency credentials: road-tax-exempt CO_2 emissions of 94g/km and an official combined 78.5mpg.

While it has lost the nose-heavy attitude of the 2.2, it has lost some pace – 0-62mph in 10.5 seconds compared with the bigger engine's 8.5 – but few buyers will mind that when the car is so economical even if, as ever, the manufacturer's official figures look optimistic.

Still, even those who like to press on will be surprised at how miserly and refined the 1.6 remains, although the engine can be understandably gruff under harsh acceleration.

This kind of treatment also highlights how the Civic's light and pleasant everyday steering can feel a little vague – probably the least of concerns for economy buyers, though.

This version – tested here in generously-equipped flagship EX (£23,585) form – joins what is the ninth-generation Civic range, a dynasty started in 1972 by a supermini that has grown into a family hatchback.

Styling has oscillated between downright dull and sexy, with the latest car carrying over some spaceship styling from the 2006-2012 model.

Some extremes, like the triangular exhaust pipes and Dan Dare rocketship door handles, have been ditched, but the Civic remains the eye-catcher in its sector.

It is also one of the most British, with production based at Honda's hi-tech Swindon plant, and slowest depreciating; there is always demand for used Hondas, thanks to the Japanese brand's perennial appearances in reliability and satisfaction polls.

Mind you, the Civic's interior is not to everyone's taste; the Starship Enterprise dashboard of last time has been toned down but might still be too glitzy for some tastes.

However, the speedo reading is still repeated in digital format just below the windscreen and above a conventional binnacle; not quite a head-up display, as featured on a few other cars, but a nice touch.

The cabin is generally a good place to be: space and legroom is good front and back, with comfortable seats, and the lighter diesel has improved ride quality.

I continue to be impressed by the dual-purpose folding rear seats: flip the seat backs forward to get a flat rear-load floor if needed, or lift up one or both seat bases to load high items into the footwell or stuff a bike in crossways.

It's the USP borrowed from Honda's versatile Jazz supermini/MPV and allows rear seat passengers to stow a light backpack or other bits and bobs beneath their seats.

The boot is impressive, too, and features a capacious false floor compartment.

It also adds up to a premium feel that allows Honda to position its cars a little above the mainstream, in the same way that Volkswagen does.

KEA

Honda Civic 1.6 i-DETC Ex

Price:	£23,585
Driving appeal:	★★★★
Image:	★★★★
Space:	★★★★
Value:	★★★★
Running costs:	★★★★★
Reliability:	★★★★★
How green?:	★★★★★
Road tax:	£zero/year
Best rival:	VW Golf

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FirstGEAR
Motoring news

308's aiming high

ORDER books are open for the all-new Peugeot 308, which the ambitious French marque claims will set new standards in the family hatchback sector.

Priced from a competitive £14,495, the line-up majors on eco-efficient tax-saving engines, most being equipped with emissions and fuel-saving Stop&Start systems.

The newcomer, which hits UK roads on January 4, is also built to high standards with high-quality materials and equipment, according to Peugeot.

A split personality

EVEN Skoda probably cannot believe how successful its Yeti SUV has been in the UK, and it will get a further lift when a radically-facelifted version arrives in January.

Priced from £16,600, the line-up now divides into Yeti and Yeti Outdoor to appeal to two distinct customer groups – urban/family users and those needing a budget 4x4 workhorse.

New options include a reversing camera and latest-generation assisted parking.

Pleasure cruiser

TOYOTA has announced UK prices for its 2014 Land Cruiser, arriving in December, starting from £34,995.

The Japanese car-maufacturer says the car's looks have been refreshed inside and out, with new entertainment features and off-road technologies.

The advanced Toyota Touch 2 touchscreen multimedia system is also available for the first time, featuring Google Street View – a UK industry first for Toyota with this technology.

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Official Government Test Environmental Data. Fuel consumption figures mpg (litres/100km) and CO_2 emissions (g/km). Vauxhall Corsa Sting: Urban: 39.2 (7.2) – 53.3 (5.3), Extra-urban: 62.8 (4.5) – 80.7 (3.5), Combined: 51.4 (5.5) – 67.3 (4.2). CO_2 emissions: 129 – 110g/km.#

On the road prices include number plates, delivery, Vehicle Excise Duty, first registration fee, VAT and metallic paint where applicable. Offer is subject to availability and is available to private individuals and small businesses 1-24 (purchase only, excluding B2B). All other sales categories are excluded; cannot be used in conjunction with any other offer. Prices shown are list price at time of publication, for details refer to Vauxhall's current price guide. UK-supplied vehicles only. Vauxhall Lifetime Warranty covers lifetime ownership of first registered keeper, 100,000 mile limit. Terms and conditions apply. #Official EU-regulated test data are provided for comparison purposes and actual performance will depend on driving style, road conditions and other non-technical factors.

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2005 (05) 107 Urban 3dr finished in Raven Black. Just 6800 miles, full history, one owner..... £3,575
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2009 (09) 107 Urban 5dr finished in Electra Blue. Low mileage, full history. Remote Locking, radio CD/MP3, Electric windows, ABS..... £5,750
2010 (60) 107 Urban 5dr finished in Electra Blue. Full history. Remote Locking, radio CD/MP3, Electric windows, ABS £5,750
2011 (61) 107 Urban 5dr finished in Diamond White. One owner, full history, low mileage. Remote Locking, radio CD/ MP3, Electric windows, ABS £6,350
2011 (61) 107 Urban 5dr finished in Laser Red. One owner, full history. Remote Locking, radio CD/MP3, Electric windows, ABS £6,350
2012 (12) 107 Allure 5dr finished in Electra Blue. Bluetooth/ USB, air conditioning, alloy wheels, front fog/LED daytime running lights..... £6,995
2013 (13) 107 Active 5dr finished in Zircon Grey. Ex-demonstrator. Air conditioning, radio/CD/MP3, front fog lights..... £7,495
2013 (62) 107 Allure 5dr finished in Laser. Bluetooth/USB, air conditioning, alloys. LED running lights..... £7,750
2012 (12) 107 Allure 2Tronic 5dr finished in Zircon Silver. Very low mileage. Bluetooth/USB, air conditioning, alloys. LED running lights..... £7,995

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2008 (08) 207 S 1.4 HDi (70) 5dr finished in Aegean Blue. Good service history. Air conditioning, radio CD, electric windows/ mirrors..... £4,750
2010 (60) 207 Millesim 1.4 5dr finished in Onyx Black. Low Mileage, one owner. Bluetooth/USB, air conditioning, alloy wheels, electric windows/mirrors..... £6,495
2010 (60) 207 S16 3dr finished in Bianca White. Air conditioning, Bluetooth and USB, alloys, remote locking, electric windows/mirrors..... £6,695
2012 (62) 208 Active 1.0 VTi 5dr finished in Aluminium Silver. Very low mileage. Touch screen Bluetooth/USB, parking aid, air conditioning, alloys..... £9,995
2012 (12) 208 Active HDi (70) 3dr finished in Aluminium Silver. Just 4,200 miles. Touch screen Bluetooth/USB, air conditioning, alloys, front fog lights..... £9,995
2013 (13) 208 Feline e-HDi (115) Stop Start finished in Shark Grey with half leather interior. Touch screen satellite navigation/Bluetooth/USB Connectivity/DAB Radio, panoramic glass roof, parking aid, climate control, auto lights/wipers £14,995

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2010 (60) 308 Sport HDi (110) finished in Nera Black. Full history. Alloys, air conditioning, front fog lights..... £8,495
2011 (11) 3008 Sport HDi (112) finished in Aluminium Silver. Low mileage, full history. Satellite navigation, Bluetooth, folding mirrors, auto lights/wipers..... £11,295
2010 (60) 3008 Exclusive HDi EGC (110) finished in Babylon Red. Low mileage, one owner, full history. Panoramic Glass Roof, 'Heads Up' display, climate control..... £11,995
2012 (62) 3008 Active HDi (112) finished in Babylon Red. Low mileage. Bluetooth/USB, alloys, parking sensors, auto lights/ wipers..... £13,495

PEUGEOT 407/508

2011 (11) 508 Allure HDi 163 Automatic finished in Nera Black. Xenon headlights, climate control, parking sensors, Bluetooth/USB..... £11,995

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12/12 1.6 TDI Elegance (75BHP) 5dr Hatch Black Magic Under 4,000 miles	£10,995
11/61 1.2 12V 69 SE Plus 5dr Estate Black Magic Under 7,000 miles	£8,695
11/11 1.2TSI 105 SE 5dr Estate Black Magic Under 23,000 miles	£8,695
11/11 1.2 12V 69 SE Plus 5dr Estate Brilliant Silver Under 7,000 miles	£8,495
10/59 1.4 TDI 80 Level 2 5dr Estate Storm Blue Under 32,000 miles	£6,995
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09/09 1.2 6V 60 HTP Level 1 5dr Anthracite Grey Under 30,000 miles	£4,695
05/05 1.2 12V HTP Classic 5dr Flamenco Red Under 34,000 miles	£2,995

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13/13 1.6 TDI CR 105PS Elegance 5dr Hatch Cappuccino Under 3,000 miles	£13,995

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13/13 1.2 TSI 105 SE 5dr Steel Grey Under 3,000 miles	£13,695

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ŠKODA Octavia

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13/13 1.6TDI 105 Elegance 5dr Red Rosso Delivery Mileage	£19,650
13/13 2.0TDI 170 vRS Estate Steel Grey Delivery Mileage	£19,995
12/62 2.0 TDI CR 170 vRS 5dr Estate Race Blue Under 6,000 miles	£17,650
12/61 1.6 TDI CR Elegance 5dr Hatch Rosso Brunello Under 16,000 miles	£11,995
09/59 2.0 TDI PD Laurin & Klement DSG Hatch Stone Grey Under 32,000 miles	£10,995
11/11 1.8 TSI Lauren & Klement 5dr Storm Blue Under 18,000 miles	£12,495
11/11 1.8 TSI 150 Elegance 5dr Rosso Brunello Under 18,000 miles	£10,995
11/60 1.6 TDI 105 SE 5dr Storm Blue Under 23,000 miles	£10,995

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Demonstrators

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‡Model shown: Alfa Giulietta 1.4 TB 120 bhp Collezione Special Edition at £18,265 OTR†. Range of official fuel consumption figures for the Alfa Giulietta range: Urban 26.2 – 53.3 mpg (10.8 – 5.3 l/100km); Extra Urban 48.7 – 76.3 mpg (5.8 – 3.7 l/100km); Combined 37.2 – 64.2 mpg (7.6 – 4.4 l/100km). CO_2 emissions 177 – 114 g/km.

‡Fuel consumption and CO_2 figures are obtained for comparative purposes in accordance with EC directives/regulations and may not be representative of real-life driving conditions. Factors such as driving style, weather and road conditions may also have a significant effect on fuel consumption.

*With Alfa Romeo Preferenza you have the option to return the vehicle and not pay the final payment, subject to the vehicle not having exceeded an agreed annual mileage (a charge of 6p per mile for exceeding 6,000 miles per annum in these examples) and being in good condition. Offers may be withdrawn or amended without prior notification. Offer subject to status, a guarantee and/or indemnity may be required. Terms and conditions apply. Alfa Romeo Financial Services, PO Box 4465, Slough SL1 0RW. Offer applies to vehicles registered between 1 October and 31 December 2013 on Alfa Giulietta models. Terms and conditions apply.

^The Alfa Giulietta 1.4 TB 120 bhp Collezione Special Edition is £500 more than the on the road price of the standard specification Alfa Giulietta 1.4 TB 120 bhp Turismo.

^^£1,250 Alfa Romeo Deposit Contribution is available on a PCP, HP and Cash and is valid between 1 October and 31 December 2013 on selected Alfa Giulietta models. Participating dealers only. Terms and conditions apply and are subject to exclusions. Retails sales only.

†On the road price is based on an Alfa Giulietta 1.4 TB 120 bhp Collezione Special Edition and includes 12 months road fund licence, vehicle first registration fee, delivery, number plates and VAT. Figures correct at time of printing. Offer subject to status. Terms and conditions apply. See our website for full details.

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Used-car attractions driving back to pre-recession levels

By Steve Loader
editorial@kosmedia.co.uk

RECOVERY WITH STYLE: As consumer confidence grows, demand for trendy cars like the Citroën DS3 will soar

THE recession had a catastrophic effect on used-car choice for cash-strapped UK buyers.

Fewer new cars were sold after the financial tsunami struck in late 2008/early 2009, meaning less stock to later feed into the used market after a typical vehicle's initial three years' ownership.

This trend then continued until the new-car market's recent upturn: 19 consecutive months of market growth, with September enjoying the highest number of new-car registrations since the pre-recession days of March 2008.

The shortage of used cars for sale had also been exacerbated by the previous government's ill-conceived scrappage scheme (March 2009 to March 2010) when owners of cars more than 10 years old were offered £2,000 by the Treasury and manufacturers to scrap their car and buy a new one.

Some 400,000 cars – many better than bangers remaining on the road – were lost in this way, exacerbating the shortage of used cars available to motorists on tight budgets.

But with new-car sales now recovering due to greater consumer confidence and tempting promotional deals, used-car supplies and choice also appear to be revving up. There is also more reliability, regulation and care available to buyers.

An unlikely benefit from the recession and the new-car slowdown has been how franchised dealers have had to rely on and improve used-car operations, with many branded schemes mirroring the service given to new-car customers.

This care has been encouraged by customer-satisfaction polls, making many winning brands keen to try even harder to maintain their position, while lesser ones battle to move up the rankings.

All of this suggests that now is not a bad time to buy used, as dealers start to become clogged with part-exchange stock from a bumper 63 new-registration plate change.

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†Offer only applicable to ŠKODA Fabia Hatch SE 1.2 12V 69PS in Brilliant Silver Metallic and Denim Blue Metallic with spare wheel, while stocks last. Discount only applies to OTR price of vehicle including metallic paint and spare wheel. Optional specification cannot be added on this offer. *3 years or 30,000 miles free servicing (whichever comes sooner). Terms and conditions apply. Available when purchased with Solutions. Available on new retail orders subject to availability before the 31 December 2013. Indemnities may be required. Subject to status. Available for over 18s. Excludes the Channel Islands. ŠKODA Finance. Freepost ŠKODA Finance. We can introduce you to a limited number of lenders to assist with your purchase, who may pay us for introducing you to them. Retail sales only. Prices and specifications are accurate at time of print. Offer may be varied or withdrawn at any time and cannot be used in conjunction with any other offer. Model shown is Fabia SE 1.2 12V 69PS.

Official Fuel Consumption in mpg (litres/100km) for the Fabia Hatch SE 1.2 12V 69PS: Urban 38.7 (7.3), Extra Urban 62.8 (4.5), Combined 51.4 (5.5). CO_2 emissions for the Fabia Hatch SE 1.2 12V 69PS 128g/km. Standard EU test figures for comparative purposes and may not reflect real driving results.

Motorline ŠKODA Dartford
555 Princes Road
Dartford, Kent
DA3 6HH
0843 658 2617
www.motorline.co.uk/skoda

Your checklist to ensuring you get best possible deal

✗ Don't accept the first deal on offer – be ready to haggle.

✓ Do check out the warranty – some cars with long original warranties may have several years remaining, while some brands often top up a used car's warranty.

✗ Don't fall for what seems like a big bargain before you even haggle. It could be an unpopular engine or trim combination, or just as thirsty as your old car and will depreciate badly.

✓ Do pick a model that saves fuel, insurance, road tax and depreciation – it isn't getting any easier out there.

✗ Don't be blinded by road-tax-exempt but expensive eco models – check price, running costs, green credentials and the savings over your planned mileage versus years of ownership, then compare against the closest standard version. Overall savings on the standard car may surprise you.

✗ Don't assume a diesel will save – you usually pay more upfront so you need to cover more miles to claw that money back in fuel economy, and the engines are generally heavier, which means more wear on front tyres and mechanicals. The fuel is also dearer at the pumps, while economy and emissions on small petrol cars have improved and they are often nicer to drive. In short – do your sums.

✓ Do take a decent test drive and check that all the controls and switches work properly – it can be frustrating getting them put right later, assuming they can be.

HIDDEN EXTRA? Warranty packages mean a used car like this Hyundai i10 might still have much of its original five-year/unlimited-miles warranty intact

RENAULT

Clio (1991-present)

THROUGH four generations, the Clio supermini has epitomised Gallic chic for Francophile car-buyers in this country.

But second-hand demand is fuelled as much by the car's low running costs and practicality as by cheeky looks.

There is also a good choice of engines, ranging from miserly petrol and diesel units right up to turbocharged hot-hatches – though younger buyers opting for the latter may find insurance prohibitive.

Whatever the engine though, the Clio remains fun to drive, with good grip and a typically French smooth ride.

Used appeal

Driving:	★★★★★
Image:	★★★★★
Space:	★★★★
Value:	★★★★
Reliability:	★★★★
How green?	★★★★

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The official fuel consumption in mpg (l/100km) and CO_2 emissions (g/km) for the 208 range: Urban 34.9 – 78.4 (8.1 – 3.6), Extra Urban 62.8 – 88.2 (4.5 – 3.2), Combined 48.7 – 83.0 (5.8 – 3.4) and CO_2 135 – 87; 3008 range: Urban 28.4 – 48.1 (9.4 – 5.8), Extra Urban 50.4 – 65.9 (5.5 – 4.4), Combined 39.7 – 57.7 (7.1 – 4.9), CO_2 169 – 129.

*Nil advance payment subject to availability and on selected 208 models only. Information and offers correct at time of going to press, however Peugeot Motor Company PLC reserve the right to change these at any time and without notice. Models shown are for illustrative purposes only. For full terms and conditions, please contact the Peugeot Motability line on 0845 945 5466. Calls may be recorded for training purposes.

SKODA

Octavia (1998-present)

IT was the car that announced how Skoda had turned its back on the old Communist-era jokes and aimed, under Volkswagen's guidance, to become a serious car-manufacturer.

Since then, three generations of Octavia have proved to be great value, thoroughly modern for their time and dependable, with a choice of good engines and hatchback or handy estate, and even all-wheel-drive versions that include the rugged, high-riding Scout model.

As a brand, Skoda and its dealers usually head customer-satisfaction polls – nobody makes those jokes any more.

Used appeal

Driving:	★★★★
Image:	★★★★
Space:	★★★★
Value:	★★★★★
Reliability:	★★★★★
How green?	★★★★

Petrol v Diesel

DIESEL has been the wonder-fuel of the past decade or so.

Once associated with commercial vehicles, it can now be found in luxury cars and even sports models.

Diesels have also overtaken petrol as the first choice with UK new-car-buyers, but there are signs that the type is running out of puff.

Its original appeal was the cheaper fuel, greater mpg and better low-down pulling power of the engines, plus their ability to meet tighter emissions legislation.

However, diesel fuel now commands an increasing premium against petrol and the cars cost significantly more to buy – new or used.

Buyers rightly ask "Will I ever claw that money back in fuel savings?".

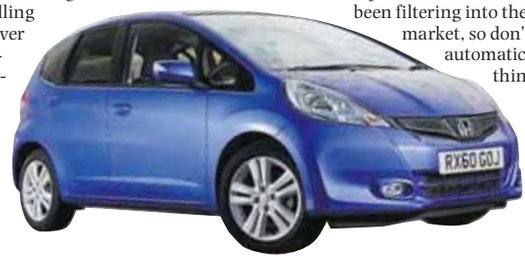
Diesel engines are also heavier, dulling driver enjoyment in smaller cars and wearing front tyres and mechanicals faster.

Meanwhile, petrol power has hit back with smaller, lighter and cleaner engines, with turbocharging for extra flexibility.

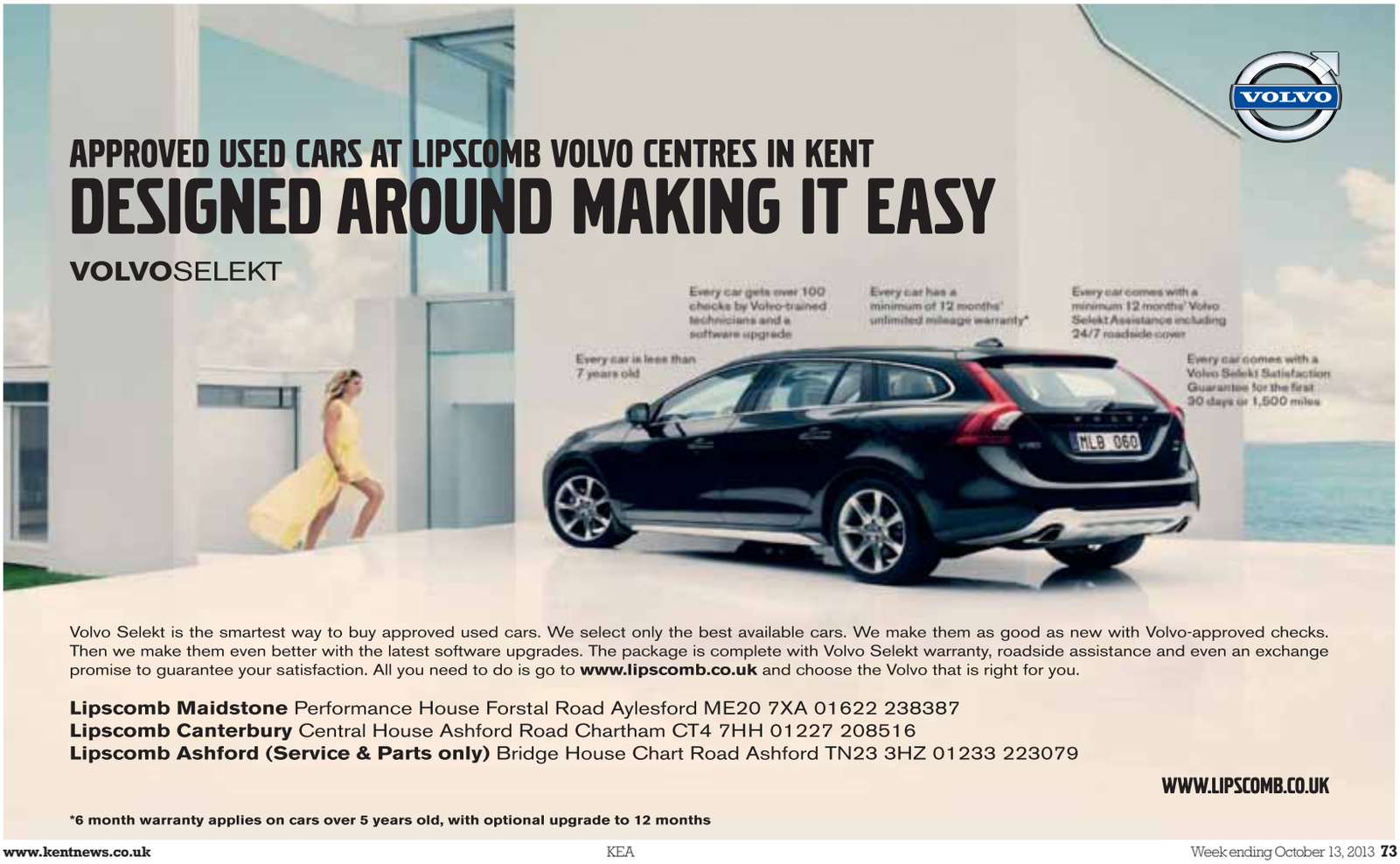
Fiat has highlighted this with a turbocharged twin-cylinder TwinAir petrol unit fitted to its retro-styled 500 hatchback.

Despite a smaller capacity (875cc) than many sporting motorcycles, this multiple-award-winning 85bhp engine delivers lively performance when required, as well as excellent economy and low emissions – it can average almost 70mpg and also escapes road tax.

Renault offers a similar option with its Twingo city car, and other makers' petrol marvels have also been filtering into the used market, so don't automatically just think diesel.



FUELLING THE DEBATE: If you are about to buy a second-hand small car, then a petrol model like this Honda Jazz may be cheaper to purchase and own



HONDA

CR-V (1997-present)

FOUR generations of Honda CR-V have fuelled the UK's SUV (sports utility vehicle) demand, helped by the fact that many were built at the Japanese brand's Swindon plant.

But 'Made in Britain' isn't the only stamp these cars wear with pride: they are reliable and enjoy premium status with buyers, while Honda-dealers always do well in customer polls.

What's more, the CR-V's big-selling 2.2-litre diesel engine is one of the most powerful and refined in the business.

Honda has said before: "Not all 4x4s are the same." Quite.

Used appeal

Driving:	★★★★
Image:	★★★★
Space:	★★★★★
Value:	★★★★
Reliability:	★★★★★
How green?	★★★★

ALFA ROMEO

MiTo (2009-present)

ALL superminis look the same, right?

Alfa Romeo's MiTo says you're wrong.

The legendary Italian sporty marque has created a practical hatchback that's cheap to run yet looks like a baby coupé and drives like one, whether it has a tiny turbocharged petrol engine, normally-aspirated petrol unit or a diesel.

It's also good value, especially when Alfa's clever DNA comes as standard, offering three settings for the car's throttle and handling, depending on driver mood and weather conditions.

The MiTo marks a real return to form for Alfa.

Used appeal

Driving:	★★★★★
Image:	★★★★★
Space:	★★★
Value:	★★★★★
Reliability:	★★★★
How green?	★★★★

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7073 Vehicles are shown for illustration purposes only. These offers supersede all previously advertised offers. Prices correct at time of going to press. Offers are subject to availability. Licenced credit brokers, written details available on request, finance is subject to status. E&OE.

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2012 12 I10 1.2 ACTIVE 10100 MILES,ALLOYS, ARCON, REMOTE LOCKING, CARBON GREY	£6,750
2009 59 I10 1.2 COMFORT 7600 MILES, PAS, ALLOYS, REMOTE LOCKING, AIR CON, RED	£5,995
2012 12 I10 1.2 ACTIVE 10650 MILES, PAS, AIR CON, ALLOYS, SPAKLE BLUE	£6,995
2012 12 I120 1.2 ACTIVE 5DR 11500 MILES, ALLOYS, AIR CON, PAS, SILVER	£9,295
2012 62 I20 1.2 ACTIVE 5DR 9820 MILES, ALLOYS, PAS, AIR CON, CD RADIO, WHITE	£9,250
2012 12 I20 1.2 ACTIVE 5DR 9999 MILES, ALLOYS, PAS, AIR CON, CD RADIO, SILVER	£8,995
2012 62 I20 1.2 ACTIVE 5DR 8771 MILES, PAS AIR CON, ELEC WINDOWS, SILVER	£8,770
2012 12 I20 1.2 ACTIVE 5DR 9880 MILES, PAS, ELEC WINDIWS, CD RADIO, AIR CON, SILVER	£8,770
2010 59 I20 1.2 CLASSIC 5DR 21796 MILES, PAS, ELEC WINDOWS, REMOTE LOCKING, AIR CON, SILVER	£5,795
2012 12 I30 1.4 ACTIVE 10197 MILES, BLUETOOTH, AIR CON, ALLOYS, PAS, AQUA BLUE	£11,250
2011 61 I30 1.4 COMFORT 24718 MILES, PAS, AIR CON, ABS, ELEC WINDOWS, CD RADIO, MET BLACK	£8,495
2011 61 I30 1.4 CLASSIC 17300 MILES, PAS, REMOTE LOCKING, CD/RADIO, AIR CON, CREAMY WHITE	£7,995
2013 13 IX35 1.6 STYLE 100 MILES, PAS, ABS AIR CON, CD RADIO, PHANTOM BLACK	£15,995
2013 13 IX35 1.6 STYLE 100 MILES, PAS, ABS AIR CON, CD RADIO, SLEEK SILVER	£15,995
2010 60 IX35 2.0CRDI PREMIUM 4WD 25650 MILES, ALLOYS, CLIMATE, PAS, SUNROOF, REVERSING SENSORS	£16,995
2012 12 IX35 1.7 PREMIUM 9000 MILES, ALLOYS, CLIMATE CONTROL, PAS, REVERSING SENSORS, MET BLACK	£17,995
2010 60 IX35 2.0CRDI PREMIUM AUTO 4WD 14000 MILES, INDIVIDUAL PACK, SUNROOF, ALLOYS, PAS, ABS, PHANTOM BLACK	£17,995
2012 62 I40 1.7 CRDI BLUE DRIVE PREMIUM TOURER 14200 MILES, PANORAMIC ROOF, SAT NAV, ALLOYS, SLEEK SILVER	£19,295
2012 62 I40 1.7 CRDI PREMIUM BLUE DRIVE TOURER 10450 MILES, LEATHER, SUNROOF, SAT NAV, REVERSING CAMERA, WHITE	£19,495
2012 62 SANTA FE 2.2 CRDI PREMIUM AUTO 17170 MILES, ALLOYS, 7 SEAT, ABS, LEATHER, AIR CON, MET BLUE	£21,495
2010 10 SANTA FE 2.2 CRDI STYLE MANUAL 5SEAT 44500 MILES, ABS, PAS, AIR CON, ALLOYS, MET BLUE	£12,495

M

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i30 COMFORT 1.6 CRDi 5DR

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• 17300 MILES • PAS • REMOTE LOCKING • CD/RADIO • AIR CON • CREAMY WHITE

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2008 58 I10 1.2 COMFORT 5DR 28002 MILES, 1 OWNER, PAS, AIR CON, ALLOY WHEELS, CHILLI RED	£5,995
2013 62 I10 1.2 ACTIVE 5DR 10,472 MILES, PAS, ALLOY WHEELS, AIR CON, BLUE	£6,795
2010 59 I10 1.1 EDITION 5DR 13534 MILES, PAS, ELECTRIC PACK, CENTRAL LOCKING, AIR CON, RED	£5,295
2010 10 I10 1.2 ACTIVE 5DR AUTO 29724 MILES, PAS, AIR CON, CENTRAL LOCKING, RED	£6,995
2009 09 I10 1.2 COMFORT 5DR 22684 MILES, AIR CON, ALLOY WHEELS, AIR CON, RED	£5,995
2009 59 I10 1.2 CLASSIC 5DR 22231 MILES, PAS, CENTRAL LOCKING, AIR CON, SILVER	£5,495
2010 60 I10 1.2 COMFORT 5DR 3534 MILES, PAS, CENTRAL LOCKING, ELECTRIC WINDOWS, RED	£5,995
2010 59 I10 1.2 CLASSIC 5DR 14737 MILES, PAS, CENTRAL LOCKING, ELECTRIC WINDOWS, RED	£5,495
2013 13 I20 1.4 STYLE 5DR 4788 MILES, ALLOY WHEELS, CENTRAL LOCKING, AIR CON, REVERSING CAMERA	£9,995
2012 62 I20 1.4 ACTIVE 5DR 2031 MILES, PAS, ALLO WHEELS, CENTRAL LOCKING, EMBER GREY	£9,295
2010 60 I20 1.2 CLASSIC 5DR 19458 MILES, PAS, CENTRAL LOCKING, SILVER	£5,995
2012 12 I20 1.2 ACTIVE 5DR 10693 MILES, PAS, AIR CON, SATIN BLACK	£7,895
2011 61 I20 1.2 COMFORT 5DR 5592 MILES, PAS, ALLOY WHEELS, AIR CON, SILVER	£8,995
2010 60 I20 1.2 CLASSIC 5DR 24473 MILES, PAS, AIR CON, ELEC WINDOWS, SILVER	£6,795
2013 13 IX20 1.6 ACTIVE AUTOMATIC 3366 MILES, PAS, ELECTRICS PACK, ALLOY WHEELS, PARKING SENSORS, SILVER METALLIC	£13,295
2010 60 IX20 1.4 ACTIVE 5DR 6235 MILES, PAS, AIR CON, CENTRAL LCOKING, SILVER	£8,995
2011 61 IX20 1.4 ACTIVE 5DR 3896 MILES, PAS, AIR CON, CENTRAL LOCKING, BLUE METALLIC	£9,995
2011 60 IX20 1.4 STYLE 5DR 16343 MILES, PAS, SUNROOF, AIR CON, GREY METALLIC	£9,995
2012 12 I30 1.6 CRDI STYLE NAV 5DR AUTOMATIC 9972, FULL LEATHER, CENTRAL LOCKING, SAT NAV, SATIN BLACK	£14,995
2013 13 I30 1.6 CRDI ACTIVE ESTATE 4,445 MILES, AIR CON, CENTRAL LOCKING, SILVER METALLIC	£15,495
2013 62 I30 1.4 ACTIVE 5DR 9437 MILES, PAS, AIR CON, AUX PORTS, CENTRAL LOCKING, AQUA BLUE	£11,795
2013 62 I30 1.4 CLASSIC 5DR 13,38 MILES, PAS, CENTRAL LOCKING, AIR CON, AQUA BLUE ,	£10,795
2012 62 I30 ACTIVE 5DR 11158 MILES, PAS, CENTRAL LOCKING, ELECTR WINDOWS, WHITE	£13,795
2010 10 I30 1.6 CRDI COMFORT 5DR 6849 MILES, PAS, ALLOY WHEELS, CENTRAL LOCKING, MOONLIGHT SILVER	£8,995
2013 62 I30 1.6 CRDI COMFORT 5DR AUTOMATIC 5550 MILES, PAS, ALLOY WHEELS, CENTRAL LOCKING, EMBER GREY	£13,795
2011 11 IX35 2.0 PREMIUM 10690 MILES, PANORAMIC SUNROOF, REVERSING SENSORS, SLEEK SILVER	£15,995
2011 11 IX35 2.0 STYLE 5DR 11741 MILES, PAS, ALLOY WHEELS, AIR CON, SILVER	£14,295
2010 10 IX35 2.0 CRDI PREMIUM 5DR 26295, PART LEATHER, CENTRAL LOCKING, TWIN SUNROOFS, AIR CON, SILVER	£14,295
2012 12 IX35 2.0 CRDI PREMIUM MEDIA 5DR 13596 MILES, PAS, TWIN SUNROOFS, REVERSING CAMERA, SATIN BLACK,	£19,995
2012 62 I40 PREMIUM TOURER AUTOMATIC PAS, SAT NAV, REVERSING CAMERA, FULL LEATHER, SATIN BLACK	£17,495
2012 62 I40 1.7 CRDI STYLE TOURER 15898 MILES, PAS, SAT NAV, REVERSING CAMERA, ABS ALLOY WHEELS, BLUE METALLIC	£14,995
2013 13 I40 1.7 136 PREMIUM TOURER 4,377 MILES PAS, ALLOY WHEELS, SAT NAV, REVERSING CAMERA, PANORAMIC ROOF, SILVER	£19,495
2012 62 I40 1.7 CRDI BLUE DRIVE PREMIUM TOURER 14038 MILES, PANORAMIC ROOF, SAT NAV, ALLOYS, SLEEK SILVER	£18,495
2013 63 I40 1.7 CRDI PREMIUM TOURER DELIVERY MILEAGE, PANORAMIC ROOF, FULL LEATHER, REVERSING CAMERA, BLUE	£21,995
2013 13 VELOSTER TURBO COUPE DELIVERY MILES, ALLOY WHEELS, FULL LEATHER, REVERSING CAMERA, MATT GREY	£19,995
2013 63 VELOSTER SPORT MEDIA DELIVERY MILES, SATNAV, REVERSING CAMERA, RED LEATHER, WHITE	£18,995
2013 13 ILOAD 2.5 COMFORT VAN WHITE DELIVERY MILEAGE, PAS, AIR CON, CENTRAL LOCKING, WHITE	£14,495 + VAT
2007 07 KIA SORENTO XT 5DR 4WD AUTOMATIC 45392 MILES, PAS, FULL LEATHER, SATIN BLACK	£9,495
2010 10 KIA CEED 3 1.6 CRDI ESTATE AUTOMATIC 7601 MILES, PAS, CENTRAL LOCKING, ALLOY WHEELS, BLUE	£9,495
2010 10 KIA CEED 3 1.6 CRDI ESTATE AUTOMATIC 17793 MILES, PAS, ALLOY WHEELS, CENTRAL LCOKING, SATIN RED METALLIC	£9,995
2009 09 SEAT EXEO 2.0 TDI SE 24141 MILES, POWER STEERING, AIR CON, CENTRAL LOCKING, PARKING SENSORS, SILVER	£8,495
2010 10 SKODA YETI 4WD SAT NAV 5DR PAS, ALLOY WHEELS, CENTRAL LOCKING, AIR CON, RARE 4WD VERSION, MOONLIGHT SILVER	£14,995
2010 10 NISSAN QUASH QUAI ACENTA 5DR PAS, AIR CON, CERTRAL LOCKING, SILVER METALLIC	£10,795
2012 12 NISSAN NOTE 1.4 NTEC 5DR 13347 MILES, PAS, ALLOY WHEELS, CENTRAL LOCKING, BRONZE METALLIC	£9,795
2011 11 NISSAN QUASH QUAI N TEC 5DR 21635 MILES, SAT NAV, ALLOY WHEELS, GREY METALLIC	£14,495
2007 07 VAUXHALL ASTRA 1.6 SXI 5DR PAS, ALLOY WHEELS, CENTRAL LOCKING, GREY METALLIC	£4,995
2009 09 VAUXHALL INSIGNIA 2.0 SRI TURBO 4DR PAS, ALLOY WHEELS, CENTRAL LOCKING, BLUE METALLIC	£8,495

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Offers are subject to availability, and may be varied or withdrawn at any time and cannot be used in conjunction with any other offers. Models shown for illustration purposes only.

PEUGEOT

207 (2006-12)

BUYERS needing a more capacious supermini than most would do well to look at the Peugeot 207, which also comes with a good range of petrol and diesel engines to suit all needs.

Apart from the choice of three- and five-door hatchbacks, a pretty folding hard-top coupé convertible or CC was produced, plus the versatile SW or estate model – surely one of the best and roomiest small estate cars ever made?

Running costs should be low, whichever model you fancy and there are plenty to choose from at dealers.

Used appeal

Driving:	★★★★
Image:	★★★★
Space:	★★★★★
Value:	★★★★★
Reliability:	★★★★
How green?	★★★★

HYUNDAI

i30 (2007-present)

IT was the first of Hyundai's 'i' series of mainstream models – the car that established the Korean brand with British consumers – and remains one of the soundest used buys on the market.

It's the i30, a five-door family hatchback or estate model that Hyundai designed for British and European tastes, with decent engines and crowd-pleasing ride and handling, backed by the marque's excellent five-year unlimited mileage warranty. Used-car-buyers can opt for this model with confidence, aware that Hyundai's market image is also on the rise.

Used appeal

Driving:	★★★★
Image:	★★★
Space:	★★★★★
Value:	★★★★★
Reliability:	★★★★★
How green?	★★★★

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CITROËN

DS3 (2010-present)

PRESSURE was applied to those established retro stars, the BMW Mini and Fiat 500, when Citroën launched the sporty-looking DS3.

Reviving the prestigious DS branding of the 1950s and 1960s, the French marque said: "We have stylish heritage to call upon, too."

Citroën also ensured its three-door supermini could match the Mini and 500 for customisation with a catalogue of alloys, accessories and decals to complement individual looks, plus a centre pillar that made the roof appear to be floating, especially when enhanced by a different colour.

Used appeal

Driving:	★★★★★
Image:	★★★★★
Space:	★★★
Value:	★★★★
Reliability:	★★★★
How green?	★★★★

FIAT

500 (2008-present)

IF you are looking to combine image, retro chic and low running costs, then the Fiat 500 is in a class of its own.

It may be small, but the Italian star – a thoroughly modern recreation of the classic Fiat 500 series begun by the 1957 Nuova – packs bags of personality.

It can also be bought in a wide number of variants, from the little turbocharged petrol TwinAir right up to the snorting hot-hatch Abarth.

There is also a cheeky convertible, the 500C, with a roll-top roof that retains all the practicality of the hatchback but adds wind-in-the-hair fun in the sun.

Used appeal

Driving:	★★★★
Image:	★★★★★
Space:	★★★
Value:	★★★★★
Reliability:	★★★★
How green?	★★★★★

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Finance Example for Giulietta 2.0 Jtd Veloce:

OTR Price	£11,999
Deposit Contribution	£500
48 Monthly Payments of	£145
Final Payment	£4,545
Total Amount Payable	£13,859
Representative Apr	8.9%

Based on 6,000 miles per annum. 12p per mile excess.

11 11 Giulietta 2.0 Jtd 170 bhp Veloce
Northgate Price £11,999

Alfa Romeo MiTo Includes:
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00 W Mercedes-Benz SLK 2.3 Semi Automatic Red 65,700 miles £4,495
09 59 Alfa Romeo MiTo 1.3 JTDM Turismo 3-Door Alfa Red 71,510 miles £5,800
06 56 Honda Civic 1.3 S Metallic Blue 52,600 miles £5,850
10 60 Ford Fiesta 1.4 Zetec Metallic Black 22,800 miles £7,495
10 60 Alfa Romeo MiTo 1.4 16V Turismo Alfa Red 33,500 miles £7,495
10 10 Alfa Romeo MiTo 1.4 16V Lusso Metallic Blue 27,400 miles £8,000
12 62 Mazda 3 1.6 Tamura Solid-Diamond White 27,263 miles £9,490
11 11 Alfa Romeo MiTo 1.4 TB MultiAir 135ps Veloce 35,000 miles £9,495
10 10 Alfa Romeo MiTo 1.4 16V Veloce Metallic Etna Black 18,000 miles £9,695
12 12 Alfa Romeo MiTo 1.4 TB MultiAir 135ps Distinctive 10,300 miles £10,495
12 12 Alfa Romeo MiTo 0.9 TB TwinAir Distinctive 8,900 miles £10,995
12 62 Alfa Romeo MiTo 1.3 JTDM-2 85ps Sprint Metallic Tornado Blue 11,900 miles £11,000
11 60 Alfa Romeo MiTo 1.4 TB MultiAir 170ps Cloverleaf Alfa Red 28,000 miles £11,385
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*Cars newer than 6 months old are not eligible for £500 contribution but can still get low rate finance.

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*No VAT offer is a reduction in the OTR price equivalent to the 20% VAT. *Prices & offers apply to retail sales of qualifying Citroen models ordered & delivered 01/10-31/12/13 & include VAT, delivery to dealer & number plates, Government Registration Fee (6-12 months' graduated vehicle excise duty. Shark Grey/Metallic/Pearlescent paint optional at extra cost. From prices shown: New Citroen C3 Picasso VTi 95 manual Selection and New Citroen C3 VTi 82 manual Selection. *Finance offers apply to Citroen C3 & C3 Picasso Selection models. Finance subject to status. Written quotations available on request from Citroen Financial Services, Quadrant House, Princess Way, Redhill, Surrey, RH1 1QA, UK. Over 18s only. A guarantee may be required. *Combined cycle. Achieved under official EU test conditions. Intended as a guide for comparative purposes only. Figures may not be reflected in actual on-the-road driving conditions. *First year only. Offers, prices & specification correct at time of going to press from participating Dealers. Terms & conditions apply. Please ask us for details. Subject to stock availability. Finance offers apply to UK only.

Official Government fuel consumption figures (Range): Urban cycle, Extra urban, Combined (litres per 100km/mpg) & CO_2 emissions (g/km); Highest:New Citroën C3 VTi 120 automatic Exclusive 9.3/30.4, 4.9/57.6, 6.5/43.5, 150. Lowest:New Citroën C3 e-HDi 70 Airdream EGS VTR+ 3.6/78.5, 3.2/88.3, 3.4/83.1, 87. MPG figures are achieved under official EU test conditions, intended as a guide for comparative purposes only, and may not reflect actual on-the-road driving conditions.

NISSAN

Qashqui (2007-present)

RARELY does a single model have a pivotal effect on the market, but the Nissan Qashqai did, by creating the crossover sector – part family-hatch, part MPV and part SUV.

But the Qashqai isn't just versatile, it's also stylish and great to drive with some good engines – notably the 1.5- and 1.6-litre diesels – and the option to have 4x4 to deliver limited off-road ability.

Built in Britain at Nissan's Sunderland plant, the car gained further popularity with the arrival of a seven-seat version, the Qashqai +2 (pictured above).

Used appeal

Driving:	★★★★★
Image:	★★★★
Space:	★★★★★
Value:	★★★★★
Reliability:	★★★★★
How green?	★★★★

VOLVO

V70 (1996-present)

TRADITIONALLY, Volvo estates outsold their saloon counterparts – testament to the legendary load-lugging powers of these Swedish workhorses.

And though Volvo's range has diversified increasingly into SUVs and sporting models, 'proper' estate cars rather than so-called 'lifestyle' versions with compromised load space remain central to the marque's image.

The V70 series is tough, most examples also featuring Volvo's flexible D5 diesel.

There is even an all-wheel-drive XC70 model with limited off-road capability. Look further and you will find scorching turbocharged petrol and eco-friendly petrol/LPG versions.

Used appeal

Driving:	★★★★
Image:	★★★★
Space:	★★★★★
Value:	★★★★
Reliability:	★★★★
How green?	★★★

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TWINGO	
10 TWINGO RENAULTSPORT 133 GORDINI 17" ALLOYS FULL LEATHER CLIMATE CD BLUETOOTH CRUISE 11135 MILES MALTA BLUE	£8,000
MEGANE	
10 MEGANE 1.6 16V EXTREME 5DR A/C CD ELEC WINDOWS REMOTE LOCKING 22940 MILES MERCURY SILVER	£6,300
62 MEGANE 1.5 DCI 110 DYNAMIQUE TOMTOM 5DR 16" ALLOYS CD BLUETOOTH SAT NAV CRUISE 13578 MILES AZZURRO BLUE	£12,000
SCENIC	
58 SCENIC 1.6 VVT DYNAMIQUE 16" ALLOYS CD A/C REMOTE LOCKING 44542 MILES MERCURY SILVER	£5,000
10 GRAND SCENIC 1.5 DCI 106 PRIVILEGE TOMTOM 16" ALLOYS CD 1/2 LEATHER SAT NAV BLUE TOOTH 16572 MILES MOCHA	£9,750
62 SCENIC 1.6 VVT DYNAMIQUE TOM TOM 17" ALLOYS CRUISE A/C BLUETOOTH ELEC PACK 11652 MILES MERCURY	£11,750
LAGUNA	
10 LAGUNA SPORT TOURER DCI 110 DYNAMIQUE TOMTOM 17" ALLOYS CLIMATE CD SAT NAV BLUETOOTH 24225 MILES MERCURY SILVER	£8,750
MEGANE CABRIOLET	
12 MEGANE COUPE CAB 2.0 GT LINE TOMTOM 18" ALLOYS 1/2 LEATHER SAT NAV CRUISE CLIMATE 12185 MILES RUBY RED	£16,500
OTHER MAKES	
57 MINI COOPER S 1.6 3DR 16" ALLOYS PART LEATHER TRIM A/C CD ELEC PACK 70610 MILES METALLIC GREY	£7,300
60 FORD FIESTA 1.25 ZETEC 5 DR 15" ALLOYS CD A/C REMOTE LOCKING BLUETOOTH 19020 MILE METALLIC BLACK	£7,800
60 FORD FOCUS 1.6 TDCI ZETEC 5DR 16" ALLOYS CD A/C ELEC PACK 26100 MILES PANTHA BLACK METALLIC	£9,500

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11 CLIO 1.2 16V DYNAMIQUE 5DR	£7,995
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60 MEGANE 1.5 DCI EDC EXPRESSION 3DR 18867 MILES	£10,495
61 MEGANE 1.5 DCI DYNAMIQUE TOMTOM COUPE 14348 MILES	£11,995
10 MEGANE COUPE 250 13800 MILES	£14,995
SCENIC	
11 GRAND SCENIC DCI 110 EDC EXPRESSION 4407 MILES	£11,795
MEGANE CABRIOLET	
62 MEGANE COUPE CAB 1.9 DCI 130 DYNAMIQUE TOMTOM 5000 MILES	£16,995

CARS ON SHOW AT MAIDSTONE

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60 CLIO RENAULTSPORT 200 17" ALLOYS, CLIMATE CONTROL, CRUISE CONTROL, 12702 MILES BLACK	£9,995
MODUS	
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MEGANE	
59 MEGANE HATCH WSR 1.6VVT 17" ALLOYS, FULL WSR BODY KIT, AIR CON, ONLY 53613 MILES, WHITE	£6,995
60 MEGANE HATCH PRIVLEGE TOM TOM 1.9DCI 16" ALLOYS, CLIMATE, SAT NAV, PART LEATHER, ONLY 31690 MILES	£8,995
SCENIC	
10 SCENIC I-MUSIC 1.5 DCI 17" ALLOYS, A/C, REAR PARK, ELEC PACK, BLUETOOTH ONLY 20209 MILES,RED	£7,975
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OTHER MAKES	
58 FORD FIESTA 1.25 ZETEC 5 DR 16" ALLOYS, AIRCOIN, CD RADIO, BLUETOOTH, ONLY 25953 MILES, SILVER	£6,750
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LCV	
11 MASTER LM35 DCI WHITE 31808 MILES	£12,995 + VAT
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Salary: Dependent on qualifications and experience

Location: Medway Campus

Closing: 17/10/2013

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To apply for this position please contact job.applications@midkent.ac.uk for an application pack.

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E-mail: mandy.oliver@spencerhospitals.com
Alternatively you can download an application form and job description from our website **www.spencerprivatehospitals.com**

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PROW – IN THE DISTRICT OF DOVER

NOTICE OF THE MAKING OF AN ORDER TO TEMPORARILY CLOSE PUBLIC FOOTPATH EE129

IN THE PARISH OF STOURMOUTH

PUBLIC FOOTPATH EE129 (PROHIBITION OF TRAFFIC) TEMPORARY ORDER 2013

ROAD TRAFFIC REGULATION ACT 1984 SECTION 14(1), AS AMENDED BY THE ROAD TRAFFIC (TEMPORARY RESTRICTIONS) ACT 1991

Kent County Council has made an Order the effect of which is to temporarily close Public Footpath EE129, between its junction with Public Footpath EE42 and point NGR 256, 632 from the 7th October 2013.

The path will be closed for a maximum of six months, although it is expected that it will reopen before January 2014.

The path is to be closed because works are planned near it and there is a likelihood of danger to users.

The alternative route is adjacent to the path and will be signed for the duration of the closure.

For detailed enquiries please contact Denise Roffey Contact Centre no. 0845 3450210

Or for further details on temporary closures on the Rights of Way network see:

http://www.kent.gov.uk/environment_and_planning/countryside_access/traffic_regulation_orders.aspx

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NOTICE OF THE MAKING OF AN ORDER TO TEMPORARILY CLOSE PUBLIC FOOTPATH ER38

IN THE PARISHES OF GUSTON AND ST. MARGARETS AT CLIFFE

PUBLIC FOOTPATH ER38 (PROHIBITION OF TRAFFIC) TEMPORARY ORDER 2013

ROAD TRAFFIC REGULATION ACT 1984 SECTION 14(1), AS AMENDED BY THE ROAD TRAFFIC (TEMPORARY RESTRICTIONS) ACT 1991

Kent County Council has made an Order the effect of which is to temporarily close Public Footpath ER38, between the National Trust Visitor car park at NGR 338, 422 and its junction with Public Footpath ER269 from the 7th October 2013.

The path will be closed for a maximum of six months.

The path is to be closed because works are planned on it and there is a likelihood of danger to users.

There are several alternative routes and these will be signed for the duration of the closure.

For detailed enquiries please contact Denise Roffey

Contact Centre no. 0845 3450210

Or for further details on temporary closures on the Rights of Way network see:

http://www.kent.gov.uk/environment_and_planning/countryside_access/traffic_regulation_orders.aspx

PROW – IN THE BOROUGH OF MAIDSTONE

NOTICE OF EXTENSION OF AN ORDER TEMPORARILY CLOSING BYWAY KH167

IN THE BOROUGH OF MAIDSTONE

KENT COUNTY COUNCIL

BYWAY KH167 (PROHIBITION OF TRAFFIC) TEMPORARY ORDER 2013

ROAD TRAFFIC REGULATION ACT 1984 SECTION 14(1), AS AMENDED BY THE ROAD TRAFFIC (TEMPORARY RESTRICTIONS) ACT 1991

The Secretary of State for Transport has directed that the Order made by Kent County Council on the 15th April 2013, the effect of which was to prohibit all traffic from Byway KH167 has been extended for a further 24 months, until 15th October 2015.

The path is closed from Pilgrims Way at NGR TQ 822 572 and Coldharbour Lane at NGR TQ826 579, a distance of approximately 910 metres. The route is closed because sections of the path are damaged and impassable.

There is no alternative route.

For detailed enquiries please contact Katie Cullen Contact Centre no. 0845 3450210

Or for further details on temporary closures on the Rights of Way network see:

http://www.kent.gov.uk/environment_and_planning/countryside_access/traffic_regulation_orders.aspx

PROW – IN THE DISTRICT OF SHEPWAY

NOTICE OF EXTENSION OF AN ORDER TEMPORARILY CLOSING PUBLIC FOOTPATHS HL5, HL2/HR4

IN THE DISTRICT OF SHEPWAY

KENT COUNTY COUNCIL

PUBLIC FOOTPATHS HL5, HL2/HR4 (PROHIBITION OF TRAFFIC) TEMPORARY ORDER 2012

ROAD TRAFFIC REGULATION ACT 1984 SECTION 14(1), AS AMENDED BY THE ROAD TRAFFIC (TEMPORARY RESTRICTIONS) ACT 1991

The Secretary of State for Transport has directed that the Order made by Kent County Council on the 15th April 2013, the effect of which was to prohibit all traffic from Public Footpaths HL5, HL2/HR4 has been extended for a further 6 months, until the 14th April 2013.

The path is closed between its junction with Harden Road and its junction with Footpath HL7 at NGR TR072, 206 and Public Footpaths HL2/HR4 between Romney Road and Church Road, a distance of approximately 2700 metres.

There is no alternative route.

For detailed enquiries please contact Edward Denne Contact Centre no. 0845 3450210

Or for further details on temporary closures on the Rights of Way network see:

http://www.kent.gov.uk/environment_and_planning/countryside_access/traffic_regulation_orders.aspx

Public Rights of Way and Access Service
Kent County Council
Invicta House
County Hall
Maidstone
Kent
ME14 1XX **Dated: 13th October 2013**

This document is available in alternative formats and can be explained in a range of languages.

For further information, please contact Kent Public Rights of Way and Access Service, on 0845 345 0210 (Mon-Fri 8am-8pm) or visit www.kent.gov.uk/countrysideaccess

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LEGAL AND PUBLIC NOTICES

NOTICE OF APPLICATION FOR PLANNING PERMISSION

TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE) (ENGLAND) ORDER 2010, PLANNING (LISTED BUILDINGS AND CONSERVATION AREA) ACT 1990–SECTION 67.

NOTICE UNDER ARTICLE 13(3) AND 13(4) OF APPLICATION FOR PLANNING PERMISSION ACCOMPANIED BY AN ENVIRONMENTAL STATEMENT.

Proposed development at WATERSIDE PARK M20 J8, ASHFORD ROAD, HOLLINGBOURNE, KENT

I give notice that Gallagher Properties Ltd.

has applied to the MAIDSTONE BOROUGH COUNCIL

Hybrid planning application (part outline-part detailed) for re-grading of site to form development platforms including the creation of new bunds and batters; the development of a new industrial estate comprising up to 56,000m² of B1 office/light industrial, B2 general industrial and B8 storage and distribution uses; ancillary cafe and crèche facilities; creation of a new access to the A20; new internal access roads; parking, internal drainage, structural landscaping and the diversion of the existing public footpath, with access to be determined and appearance, landscaping, layout and scale reserved for subsequent approval. Detailed permission sought for the erection of a new warehouse building (23,533m²) and associated offices (4,145m²) with access, service yard, parking and landscaping.

And that the application is accompanied by an environmental statement. The proposed development would affect the setting of a listed building, is a major development as defined in Article 2 (1) of the Town and Country Planning (Development Management Procedure) Order 2010, affecting a public right of way, and does not accord with the provisions of the Development Plan in force in the Borough of Maidstone.

Application Reference **MA/13/1549**.

Members of the public may inspect copies of the application and environmental statement on the Council's website via www.maidstone.gov.uk or at our Reception at the address below during office hours (Monday to Friday 8.30am–5.30pm, Saturday 9.00am – 1.00pm) excluding Bank Holidays.

Members of the public may obtain copies of the environmental statement from Mr J Buckwell, DHA Environment, Eclipse House, Eclipse Park Sittingbourne Road, Maidstone ME14 3EN (e-mail info@dhaplanning.co.uk or telephone: 01622 776226) so long as stocks last, at a charge of £300 for a paper copy of the full ES including appendices, printed ES without appendices £50, printed non-technical summary, singularly or in addition to the above, FREE, and £25 for a CD copy of the full ES with appendices.

Anyone who wishes to make representations about this application should do so via the link on the Council's website www.maidstone.gov.uk or write to the Council, quoting reference **MA/13/1549**, at:-

Maidstone House, King Street, Maidstone, Kent. ME15 6JQ

by **28th October 2013**

MAIDSTONE Borough Council

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Goods Vehicle Operator's Licence

MICHAEL YORKE trading as S. W. YORKE AND SONS of 4 Malthouse Cottages, Dean Street, East Farleigh, Maidstone, Kent ME15 0PS is applying to change an existing licence as follows

To keep an extra 2 goods vehicles and 0 trailers at the operating centre at 4 Malthouse Cottages, Dean Street, East Farleigh, Maidstone, Kent ME15 0PS

Owners or occupiers of land (including buildings) near the operating centre(s) who believe that their use or enjoyment of that land would be affected, should make written representations to the Traffic Commissioner at Hillcrest House, 386 Harehills Lane, Leeds, LS9 6NF, stating their reasons, within 21 days of this notice. Representors must at the same time send a copy of their representations to the applicant at the address given at the top of this notice. A Guide to Making Representations is available from the traffic Commissioner's office.

Application for a variation of a premises licence - Licensing Act 2003
Cousins Snooker and Pool Club
Suite D, 19 Lower Bridge Street, Canterbury

Notice is hereby given that Mr Ali Gun, 236 Joyce Avenue, Edmonton, London, N18 2TS
has applied to Canterbury City Council for a variation of the above premises licence to sell alcohol between the hours of 11:00 and 04:00 hours Monday to Sunday, and provide late night refreshment between the hours of 23:00 and 04:00 hours Monday to Sunday at the above premises. The premises to close 30 minutes after the end of permitted hours for licensable activities.
A register of licensing applications can be inspected at http://www.canterbury.gov.uk/licensing or at Canterbury City Council, Military Road, Canterbury, Kent. CT1 1YW by appointment with the Licensing Team between 10am and 4pm Monday to Friday.
Any person wishing to submit representations to my/our application must give notice in writing to the address shown above by 8th November 2013
AB LICENSING SOLUTIONS
16 HAWTHORN ROAD, ASHFORD TN23 3LT

THE KENT COUNTY COUNCIL (VARIOUS ROADS, BOROUGH OF SWALE) (WAITING RESTRICTIONS AND STREET PARKING PLACES) (AMENDMENT NO.8B) ORDER 2013

Notice is hereby given that KENT COUNTY COUNCIL intend to make the above Order under sections 1(1), 2(1) to (3), 3(2), 4(1) and (2), 32(1), 35(1), 45, 46, 49 and 53 of the Road Traffic Regulation Act 1984, and of all other enabling powers, and after consultation with the chief officer of police in accordance with Part III of Schedule 9 to the Act:

The Order will Amend the Kent County Council (Various Roads, Borough of Swale) (Waiting Restrictions and Street Parking Places) (Consolidation) Order 2010 by

(a) amending the existing double yellow lines along parts of Leysdown Road, Leysdown, Isle of Sheppey from Seasonal Restrictions to full time double yellow lines;

(b) amending the existing seasonal waiting times in parking bays in Leysdown Road and The Promenade, Leysdown from 30 minutes, no return within 30 minutes, to 1 hour, no return within 1 hour;

(c) extending the existing double yellow lines and installing additional double yellow lines in Capel Road, Whitehall Road and Hanover Close, Sittingbourne to improve traffic movements;

(d) introducing sections of waiting restrictions between Monday to Friday, 8.30am-9.30am and 2.30pm-5pm in Capel Road and Whitehall Road, Sittingbourne to improve vehicle movements at school drop off and collection times, as well as new parking bays in sections of Capel Road from Monday to Saturday, 8am-5pm with 1 hour parking, no return within 2 hours;

(e) establishing new parking places for disabled persons vehicles (blue badge holders) in Orchard View, Teynham (7), High Street, Queenborough (85), East Street (Outside Aldi's) and Rock Road (64) Sittingbourne.

The Order will include some wording changes of an administrative matter which will make no alterations to existing parking and waiting restrictions, and will require no changes to existing parking lines or signs.

Full details are contained in the draft Order which, together with a statement of the Council's reasons for proposing to make the Order, a map and a copy of any Orders which will be amended by the proposed Order may be examined at the Borough Council Offices, Swale House, East Street, Sittingbourne, Kent, ME10 3HT, or Sheerness Gateway Offices, 38-42 High Street, Sheerness, ME12 1NL during normal office hours.

If you wish to object to a proposed Order you should send the grounds for your objection in writing to the Engineering Team, Service Delivery, Council Offices, Swale House, East Street, Sittingbourne, Kent, ME10 3HT by 12 noon on 4th November 2013.

If you have any questions concerning the Order or require further information please contact Swale Borough Council (01795 417061) during normal office hours.

This Notice is published by Swale Borough Council on behalf of Kent County Council Highways, County Hall, Maidstone, ME14 2XQ.

For publication in Kent On Sunday
From Sunday 13th October 2013

Kent County Council kent.gov.uk

To advertise in this section 01303 817056

NOTICE OF APPLICATION FOR PLANNING PERMISSION

TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE) (ENGLAND) ORDER 2010

NOTICE UNDER ARTICLE 13

KCC/DO/0299/2013 - Proposed development at Dover Christ Church Academy, Melbourne Avenue, Whitfield, Dover, Kent, CT16 2EG

Kent County Council is applying to Kent County Council Planning Applications Group for planning permission for the reorganisation of the Academy Campus to include demolition of the science, art, design and technology and music blocks along with the main hall, existing changing facilities, temporary PE accommodation and youth centre. The retention of the existing frontage building and the erection of a new two storey building within the frontage courtyard area of the site. Retention and extension of the sports hall to create a four court hall. Refurbishment of the existing all weather pitch, widening of the westerly internal access road and provision of two areas of car parking to the east and west of the site accommodating 117 car parking spaces, 135 cycle parking spaces, 7 motor cycle spaces and 7 mini bus spaces. Provision of associated hard and soft landscaping.

You may view this application at Dover District Council, Council Offices, White Cliffs Business Park, Dover, Kent, CT16 3PJ.

KCC/SE/0296/2013 - Proposed development at Knole Academy, Bradbourne Vale Road, Sevenoaks, Kent, TN13 3LE

Knole Academy and Kent County Council Property & Infrastructure Support are applying to Kent County Council Planning Applications Group for planning permission for the provision of floodlights to all weather pitch approved under application reference SE/12/1163 and amended under reference SE/12/1163/R. The proposed development does not accord with the provisions of the development plan in force in the area in which the land to which the application relates is situated.

You may view this application at Sevenoaks District Council, Council Offices, Argyle Road, Sevenoaks, Kent, TN13 1HG.

KCC/SW/0301/2013 - Proposed development at Kemsley Paper Mill, Kemsley, Sittingbourne, Kent, ME10 2TD

DS Smith & EEW (UK) Ltd is applying to Kent County Council for planning permission for variation of condition 6 to provide the formation of improved access road and associated development to serve Kemsley Sustainable Energy Plant (SW/12/1001).

You may view this application at Swale Borough Council, Swale House, East Street, Sittingbourne, Kent, ME10 3HT.

Alternatively, details of all applications can be viewed on Kent County Council's website at www.kent.gov.uk/viewapplications or at our offices in Maidstone at the address below during all reasonable office hours.

We accept comments online via our website, by email to planning.applications@kent.gov.uk or in writing to Planning Applications Group, Kent County Council, First Floor, Invicta House, County Hall, Maidstone, Kent ME14 1XX within 21 days from the date of this notice. Please quote the application reference number and note that comments may be drawn to the attention of Council Members, the applicant and other interested persons and may include publishing on the Borough/District Council website.

Sharon Thompson
Head of Planning Applications Group
Kent County Council
Dated: 13 October 2013

Kent County Council kent.gov.uk

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TOWN AND COUNTRY PLANNING ACT 1990
PLANNING APPLICATIONS
LISTED BUILDING CONSENTS
CONSERVATION AREA CONSENTS

DOVER DISTRICT COUNCIL

DOV/13/00706	Change of use and conversion of fire damaged building to a worship space with associated rooms, erection of new roof, remedial works and associated internal and external alterations **United Reformed Church, High Street, Dover, CT16 1DP**	**SLC**
DOV/13/00808	Installation of new shop front **59 Biggin Street, Dover, CT16 1DD**	**CON**
DOV/13/00814	Variation of Condition 2 of Planning Permission DOV/10/00927 to allow bedrooms on the first floor (Application Under Section 73) **3 Harnet Street, Sandwich, CT13 9ES**	**LCN**
DOV/13/00815	Variation of Condition 9 of Planning Permission DOV/11/00587 to allow the former Old Barn Cottage to be used for purposes incidental to the replacement dwelling (Application Under Section 73) **Part of Old Barn Cottage, Bonners Hill, Northbourne, CT14 0LD**	**CAF**
DOV/13/00816	Change of use and conversion of former dwelling to a garage and store **Old Barn Cottage, Bonners Hill, Northbourne, CT14 0LD**	**CAF**
DOV/13/00355	Erection of detached building incorporating a reception and office **Kingsdown International Scout Camp, The Avenue, Kingsdown, Deal, CT14 8DU**	**ARW**
DOV/13/00781	Heighten perimeter boundary fencing to 3.6 metres **Downs C.E. Primary School, Owen Square, Walmer, Deal, CT14 7TL**	**MAJ**
DOV/13/00195	Erection of extension and conversion of existing building to form dwelling, erection of double garage and associated works (amended plans–including the incorporation of a pitched roof to garage and a brick wall to replace existing gates) **Chitty's Mill, Lower Mill Lane, Deal, CT14 9AG**	**SLB**
DOV/13/00779	Conversion of existing building to a single residential dwelling incorporating a garden room extension, erection of two side dormer roof extensions and erection of a wall **Land Adj 10 Northcote Road, Deal, CT14 7BZ**	**CON**
DOV/13/00813	Change of use to wine bar/coffee shop (Use class A1/A3 and A4) **160 & 162 High Street, Deal, CT14 6BG**	**CON**
DOV/13/00822	Extension and conversion of existing outbuilding to form a dwelling and associated works **Chitty's Mill, Lower Mill Lane, Deal, CT14 9AG**	**LBC**

Reason for Advert Codes:-

MAJ – Major Development
CON – Within Conservation Area
LCN – Listed Building in a Conservation Area
ARW – Affects a Public Right of Way
CAF – The proposal affects a Conservation Area
SLB–To affect the setting of a Listed Building
SLC – To affect setting of a Listed Building & Conservation Area

Some applications are not publicised in this list. All applications may be inspected at the Council Offices, White Cliffs Business Park, Dover, to which address any representations (to include a postal address) should be sent **within 21 days** marked "for the attention of Planning". Applications may also be viewed, and comments on applications may be made on our website www.dover.gov.uk/planning or at Dover Gateway, 71 Castle Street, Dover, Deal Library or the Area Office, The Guildhall, Sandwich

Failure to meet the above deadline may jeopardise the chances of representations being considered. Any representations received may be made available for inspection by the public, and may be copied to others, including the secretary of state and the applicant if there is an appeal against the council's decision. Representations will not be acknowledged until an application has been determined.

Please note that the Council does not accept any responsibility for any incomplete or inaccurate description of any application.

Town and Country Planning Acts

The Council is required to give notice of the following applications

13/02864/HOUSE **Paper Mill Oast Hinksden Road, Benenden**
- Two storey side extension (LB)

13/02821/HOUSE **Satis Mount Ephraim, Culverden**
- Demolition of existing one-storey extension. Addition of two-storey extension (CA)

13/02733/FUL **Hoppers Barn Biddenden Road, Frittenden**
- Conversion of disused barn into dwelling (amendments to planning permission TW/11/02436/FUL) (CA)

13/02734/FUL **Former Bakery Headcorn Road, Frittenden**
- Conversion of bakery to two bedroom house (LB) (CA)

13/02679/FUL **Forstal Farm Goudhurst Road, Lamberhurst**
- Retrospective - Replacement building (grain store) to be used as storage for Hawkins And Turner Ltd (DEVPLN)

13/02746/LBC **Hawthorns Pearsons Green Road, Paddock Wood**
- Listed Building Consent - Replacement of 7 wooden georgian windows from double glazing to single glazing (LB)

13/02824/OUT **Land Rear Of Veryan And The Haven Vauxhall Lane, Southborough Town Council**
- Outline (Access and Layout reserved) - Three detached dwellings with access to Manor Fields (CA)

(DEVPLN) Departure from the Development Plan (PROW) Affecting A Public Right of way (CA) Affecting a Conservation Area (LB) Affecting a Listed Building (MAJOR) Major Applications (MAST) Mast Applications (EIA) Applications Accompanied by an EIA Statement.

You may view these applications on our website (www.tunbridgewells.gov.uk), at the The Old Fire Station, Stone Street, Cranbrook or at Gateway, 8 Grosvenor Road, Tunbridge Wells. We accept comments online, by email to planningcomments@tunbridgewells.gov.uk or in writing to the address below. Comments should be made within 21 days from the date of this notice, although we may accept them after this date.

You should quote the reference and be aware that we make all comments available for inspection, placing them on the file and publishing them on the internet. We do not publish signatures, telephone numbers or email addresses on the internet.

James Freeman
Head of Planning Services, Tunbridge Wells Borough Council
Town Hall, Royal Tunbridge Wells TN1 1RS

Dated: 12 October 2013

Tunbridge Wells Borough Council

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THE MAIDSTONE BOROUGH COUNCIL

Town and Country Planning Act
Notice of Applications

MA/13/0742/S - FISHING LAKE BOUGHTON BOTTOM FARM, LOWER FARM ROAD, BOUGHTON MONCHELSEA, KENT - Proposal for formation of private syndicate fishing lake with 2 No. breeding ponds (for coarse fish), construction of 'fishing pegs', access and parking areas with associated earthworks, new access, parking and pathways, the provision of an ecological pond, small scale pump chamber and associated works along with landscaping and to include the erection of a site maintenance building on land at Boughton Bottom Farm, Lower Farm Lane, Maidstone, Kent, ME17 4DD. **Reason: 6**

MA/13/1298/S - LONGEND FARM, CLAYGATE, MARDEN, TONBRIDGE, KENT, TN12 9PL - Change of use of land from agriculture to a mixed use of agriculture and the keeping of horses with the erection of a stable building and the construction of a manege. **Reason: 6**

MA/13/1370/N - 56, UNION STREET, MAIDSTONE, KENT, ME14 1ED - Change of use of ground floor from Class A1 (retail) use to Class A5 (takeaway) use with internal changes and the installation of a brick chimney stack to rear elevation. **Reason: 1, 2**

MA/13/1373/N - ROOFING CENTRE GROUP LTD, MENDIP HOUSE, LEEDS ROAD, LANGLEY, MAIDSTONE, KENT, ME17 3JN - Outline application for the demolition of existing units on site and the erection of 6 detached houses with garaging, parking and access. With access to be considered at this stage and all other matters reserved for future consideration. **Reason: 1, 9**

MA/13/1580/S - LAND AT FISHERS OAST, FISHERS ROAD, STAPLEHURST, TONBRIDGE, KENT, TN12 0DD - Demolition of motor vehicle body repair workshop and demolition of 2no. existing dwellings in converted farm buildings. Erection of 4no. two-bedroomed dwellings and 2no. three-bedroomed dwellings with associated garaging/parking and landscaping. **Reason: 7, 9**

MA/13/1627/N - STONECROFT HALL, OLD HAM LANE, LENHAM, MAIDSTONE, KENT, ME17 2LT - Listed building consent for a new door to replace existing window and external steps to western elevation. **Reason: 1**

MA/13/1639/S - THE PIGGERIES, THE QUARRIES, BOUGHTON MONCHELSEA, MAIDSTONE, KENT, ME17 4NJ - An application for the demolition of existing buildings and erection of a single detached dwellinghouse. **Reason: 2**

MA/13/1640/S - THE PIGGERIES, THE QUARRIES, BOUGHTON MONCHELSEA, MAIDSTONE, KENT, ME17 4NJ - Conservation Area consent for the demolition of existing buildings and erection of single detached dwellinghouse. **Reason: 4**

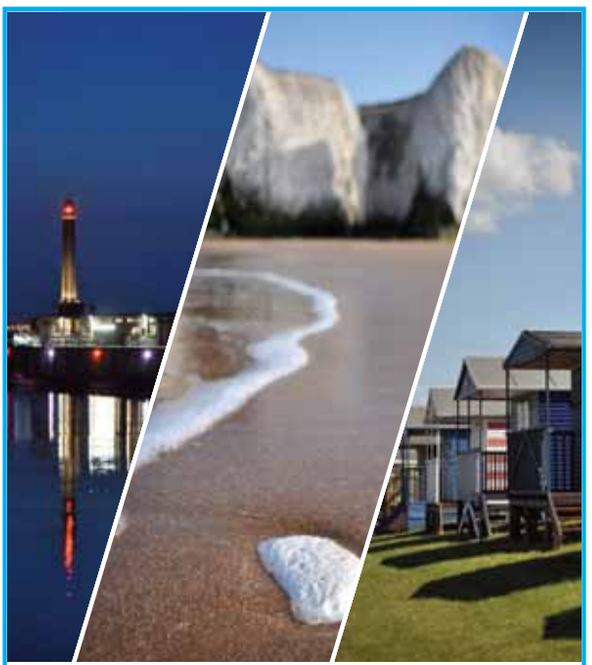
MA/13/1645/N - CHURCH FARM, ULCOMBE HILL, ULCOMBE, MAIDSTONE, KENT, ME17 1DN - Erection of 10 ha (25 acres of polytunnels) each polytunnel being approximately 3.75 metres in height and having a width of approximately 8 metres. **Reason: 6**

Reasons for advertisement key:
1 - Application affects the setting of a Listed Building.
2 - Application affects the setting of a Conservation Area.
4 - Application is for Conservation Area Consent.
6 - Application is Major Development.
7 - Application affects a Public Right of Way.
9 - Application does not accord with the Local Plan.

MAIDSTONE Borough Council

Copies of applications listed may be seen at Maidstone Gateway, Maidstone during office hours (Monday to Friday 8.30am to 5.30pm, and Saturday 9am to 1pm). Any representations should be made in writing to me by no later than **27th October 2013**, quoting the application number.

Rob Jarman, Head of Development Management, Maidstone Borough Council, Maidstone House, King Street, Maidstone, Kent ME15 6JQ. **Dated:** 13th October 2013.



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Planning applications

CANTERBURY CITY COUNCIL

Notice under Article 13 of the Town & Country Planning (Development Management Procedure) (England) Order 2010
Notice under Article 8 of the Town & Country Planning (General Development Procedure) Order 1995
Notice under Section 67 and/or Section 73 of the Planning (Listed Buildings and Conservation Areas) Act 1990
Notice under Regulation 5 of the Planning (Listed Buildings and Conservation Areas) Regulations 1990
Notice under Regulation 5A of the Planning (Listed Buildings and Conservation Areas) (Amendment) (England) Regulations 2004

The following applications have been submitted for consideration by the council:

CA//13/01708/FUL: 50 Canterbury Road, Herne Bay, CT6 5DF Replacement of aluminium windows with upvc to front and rear. **Applicant: Mr M Wheeler** Reason: Conservation area.

CA//13/01733/FUL: 16 Station Road West, Canterbury, CT2 8AN Change of use of office to dwellinghouse. **Applicant: Mr A Trivelli** Reason: Setting of listed building in conservation area.

CA//13/01794/FUL: April Cottage, Primrose Hill, Chartham, CT4 7NR Loft conversion and associated alterations to existing residence. **Applicant: Mr and Mrs Acott** Reason: Site Notice only.

CA//13/01820/FUL: Diocesan and Payne Smith Primary School, Broad Street, Canterbury, CT1 2LU Partial re-cladding of staircase. **Applicant: The Kings School** Reason: Setting of listed building in conservation area.

CA//13/01821/LB: Diocesan and Payne Smith Primary School, Broad Street, Canterbury, CT1 2LU Partial re-cladding of staircase. **Applicant: The Kings School** Reason: Work to a listed building.

CA//13/01840/FUL: 48 London Road, Canterbury, CT2 8LF Replace a single glazed wood framed window on the front elevation with a new wood framed double glazed window. **Applicant: Mrs Rebecca Fairweather** Reason: Conservation area.

CA//13/01841/LB: The Manor House, 101 St Stephens Road, Canterbury, CT2 7JT Replace the floors in the drawing room and sitting room with either re-conditioned Georgian boards or reproduction Georgian boards. **Applicant: Ms M Mansfield Jones** Reason: Work to a listed building.

CA//13/01843/FUL: Mill House, Old Tree Road, Hoath, CT3 4LE Proposed full height retractable swimming pool enclosure. **Applicant: Mr and Mrs Wright** Reason: Setting of listed building in conservation area.

CA//13/01844/LB: Mill House, Old Tree Road, Hoath, CT3 4LE Proposed full height retractable swimming pool enclosure. **Applicant: Mr and Mrs Wright** Reason: Setting of listed building in conservation area.

CA//13/01849/FUL: 89 Old Dover Road, Canterbury, CT1 3PG Application to extend the time limit of extant planning permission CA/10/01283 for the replacement lean to roof and windows to existing front porch, demolition of existing conservatory and erection of single-storey rear extension to dwelling. **Applicant: Mr Cobbett** Reason: Conservation area.

Any representations should be submitted via public access on the planning pages of the website **www.canterbury.gov.uk/dc** to arrive on or before **Monday 4 November 2013.**

The weekly list of applications can be viewed on our website at **www.canterbury.gov.uk/dc**

Ian Brown, Head of Planning and Regeneration
Friday 11 October 2013

Swale BOROUGH COUNCIL

TOWN AND COUNTRY PLANNING ACT 1990

PLANNING (LISTED BUILDINGS AND CONSERVATION AREAS) ACT 1990

Swale Borough Council as Local Planning Authority has received the following applications which are being advertised to ascertain the views of persons living near the sites and other interested parties. The proposed developments relate to one or more of the following:

1. The site of the application is within/affecting a designated Conservation Area (Section 73) of the Planning (Listed Buildings and Conservation Areas) Act 1990.
2. The proposed development may affect the Listed Building or it's setting.

REPRESENTATIONS IN RESPECT OF THE FOLLOWING APPLICATIONS MUST BE MADE BY 28 OCTOBER 2013

SW/13/1124:
Internal re-allocation of space and a single storey rear extension - 13 Becketts Street, FAVERSHAM; **REASON 1**

SW/13/1155 & SW/13/1163:
Refurbishment & modernisation of a flat roof infill extension - Age Concern, 2 Middle Row, FAVERSHAM; **REASONS 1 & 2**

SW/13/1179:
Listed Building Consent to Create a dormer window in each of the two attic bedroom. Create a skylight over the unilluminated three storey stairwell. Alter closure of rear lightwell to match original cellar style. Replace broken concrete steps to rear garden with path facing lower pitch set of granite brick steps - The Boatswains House, Artillery Road, Sheerness Dockyard, SHEERNESS; **REASONS 1 & 2**

SW/13/1188 & SW/13/1196:
Internal and external alterations - Primrose House, Primrose Lane, BREDGAR; **REASONS 1 & 2**

SW/13/1207 & SW/13/1208:
Single storey lean-to rear garden room extension - Primrose House, Primrose Lane, BREDGAR; **REASONS 1 & 2**

SW/13/1210:
Proposed single storey rear extension to create garden room (orangery) - 99 The Street, NEWNHAM; **REASON 2**

SW/13/1226 & SW/13/1227:
Alterations and extensions – Parsonage Farm, Kennelling Road, STALISFIELD; **REASON 2**

Particulars of the proposal(s) can be obtained from Planning Services, Swale Borough Council, Swale House, East Street, Sittingbourne, where copies of the applications and all documents submitted with them may be inspected during office hours; any representations should be made in writing to this address.

James Freeman
Head of Planning

Folkestone Hythe & Romney Marsh
Shepway District Council

THE TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE) (ENGLAND) ORDER 2010

The following applications have been submitted for consideration by the Council:

Y13/1007/SH - The Manor House Five Vents Lane Old Romney Romney Marsh Kent - Erection of a single storey side extension following removal of existing swimming pool building.

Y13/0941/SH+ - Fountain Stores The Green Saltwood Hythe Kent - Erection of single storey side extension.

Y13/1008/SH - The Manor House Five Vents Lane Old Romney Romney Marsh Kent - Listed building consent for the proposed erection of a single storey side extension following removal of existing swimming pool building.

Y13/0995/SH - 39 Stade Street Hythe Kent CT21 6DY - Felling of two Ash trees situated within a conservation area

Y13/0970/SH - 36A Earls Avenue Folkestone Kent CT20 2HE - Erection of a replacement external staircase to side of building.

Y13/1019/SH - 11 The Dene Hillside Street Hythe Kent CT21 5DH - Felling of a Conifer tree situated within a conservation area

Y13/0999/SH - 3 Douglas Avenue Hythe Kent CT21 5JT - Works to trees situated within a conservation area comprising the felling of a Eucalyptus and a Cypress, crown reduction of a Cherry, and 2 metre reduction in height and reshape of a Conifer hedge, followed by the planting of two fruit trees.

Any representations should be made in writing to the Head of Planning, Shepway District Council, Civic Centre, Castle Hill Avenue, Folkestone, Kent, CT20 2QY or emailed to planning@shepway.gov.uk. Comments should be made in writing within 21 days from the date of publication. It should be noted that any representations received will be made available for public inspection.

Some applications can be viewed at other locations in addition to the Civic Centre, Folkestone. The applications are marked as follows:

- The One Stop Shop, Magpies, Church Approach, New Romney
+ - Hythe Town Council Offices, Stade Street, Hythe

Applications can be viewed and comments made online at http://searchplanapps.shepway.gov.uk/online-applications/.

The applications marked (*) do not accord with the provisions of the development plan in force in the area in which the land to which the application relates is situated.

C Lewis, Head of Planning
Shepway District Council

To advertise in this section 01303 817056

HIGHWAYS – in the city of CANTERBURY

THE KENT COUNTY COUNCIL (CANTERBURY) (TRAFFIC REGULATION AND STREET PARKING PLACES) (CONSOLIDATION) ORDER 2013

Notice is hereby given that KENT COUNTY COUNCIL has made the above Order under sections 1(1), 2(1) to (3), 3(2), 4(1) and (2), 32(1), 35(1), 45, 46, 49 and 53 of the Road Traffic Regulation Act 1984, and of all other enabling powers, and after consultation with the chief officer of police in accordance with Part III of Schedule 9 to the Act:

The order was made on 8 October, 2013 and comes into force on 14 October, 2013.

The effect of the Order will be to consolidate into one document the provisions of the Kent County Council (Canterbury) (Traffic Regulation and Street Parking Places) (Consolidation) Order 2012 and all subsequent amendments thereto. This is an administrative matter which will make no changes to existing parking and waiting restrictions, and will require no changes to existing parking lines or signs.

THE KENT COUNTY COUNCIL (HERNE BAY) (TRAFFIC REGULATION AND STREET PARKING PLACES) (CONSOLIDATION) ORDER 2013

Notice is hereby given that KENT COUNTY COUNCIL has made the above Order under sections 1(1), 2(1) to (3), 3(2), 4(1) and (2), 32(1), 35(1), 45, 46, 49 and 53 of the Road Traffic Regulation Act 1984, and of all other enabling powers, and after consultation with the chief officer of police in accordance with Part III of Schedule 9 to the Act:

The order was made on 8 October, 2013 and comes into force on 14 October, 2013.

The effect of the Order will be to consolidate into one document the provisions of the Kent County Council (Herne Bay) (Traffic Regulation and Street Parking Places) (Consolidation) Order 2012 and all subsequent amendments thereto. This is an administrative matter which will make no changes to existing parking and waiting restrictions, and will require no changes to existing parking lines or signs.

THE KENT COUNTY COUNCIL (WHITSTABLE) (TRAFFIC REGULATION AND STREET PARKING PLACES) (CONSOLIDATION) ORDER 2013

Notice is hereby given that KENT COUNTY COUNCIL has made the above Order under sections 1(1), 2(1) to (3), 3(2), 4(1) and (2), 32(1), 35(1), 45, 46, 49 and 53 of the Road Traffic Regulation Act 1984, and of all other enabling powers, and after consultation with the chief officer of police in accordance with Part III of Schedule 9 to the Act:

The order was made on 8 October, 2013 and comes into force on 14 October, 2013.

The effect of the Order will be to consolidate into one document the provisions of the Kent County Council (Whitstable) (Traffic Regulation and Street Parking Places) (Consolidation) Order 2012 and all subsequent amendments thereto. This is an administrative matter which will make no changes to existing parking and waiting restrictions, and will require no changes to existing parking lines or signs.

THE KENT COUNTY COUNCIL (CANTERBURY RURAL PARISHES) (TRAFFIC REGULATION AND STREET PARKING PLACES) (CONSOLIDATION) ORDER 2013

Notice is hereby given that KENT COUNTY COUNCIL has made the above Order under sections 1(1), 2(1) to (3), 3(2), 4(1) and (2), 32(1), 35(1), 45, 46, 49 and 53 of the Road Traffic Regulation Act 1984, and of all other enabling powers, and after consultation with the chief officer of police in accordance with Part III of Schedule 9 to the Act:

The order was made on 8 October, 2013 and comes into force on 14 October, 2013.

The effect of the Order will be to consolidate into one document the provisions of the Kent County Council (Canterbury Rural Parishes) (Traffic Regulation and Street Parking Places) (Consolidation) Order 2012 and all subsequent amendments thereto. This is an administrative matter which will make no changes to existing parking and waiting restrictions, and will require no changes to existing parking lines or signs.

Full details are contained in the made Order swhich, together with a statement of the council's reasons for making the orders, may be examined at the Canterbury City Council Offices, Military Road, Canterbury, CT1 1YW during normal office hours.

Any person wishing to question the validity of the Orders or any of the provisions contained therein on the grounds that it is not within the powers of the relevant enabling Act or that any requirement of any such enabling Act or of any regulations made thereunder have not been complied with may within six weeks from the date on which the Orders were made make application to the High Court for this purpose.

This Notice is published on behalf of Kent County Council, Invicta House, County Hall, Maidstone, Kent, ME14 1XX.

Kent Highway Services

To place your notice here, call the Kent Public Notice team on 01303 817056

HIGHWAYS – CANTERBURY AREA

FOXGROVE ROAD, WHITSTABLE (PROHIBITION OF DRIVING) TEMPORARY ORDER 2013

THE ROAD TRAFFIC REGULATION ACT 1984 AS AMENDED BY THE ROAD TRAFFIC (TEMPORARY RESTRICTIONS) ACT 1991

Because of carriageway repairs and resurfacing, Kent County Council intends to make an Order to temporarily prohibit through traffic on Foxgrove Road, Whitstable.

Foxgrove Road, Whitstable will be closed for its entire length.

The closure is planned to commence from 30 October 2013 for up to 3 days, between 08:00 and 17:00 hours each day.

The alternative route is via A2990 (Old) Thanet Way, Church Street and Ham Shades Lane.

HALES DRIVE, CANTERBURY (PROHIBITION OF DRIVING) TEMPORARY ORDER 2013

THE ROAD TRAFFIC REGULATION ACT 1984 AS AMENDED BY THE ROAD TRAFFIC (TEMPORARY RESTRICTIONS) ACT 1991

To allow tree safety works to be carried out, Kent County Council intends to make an Order to temporarily prohibit through traffic on Hales Drive, Canterbury.

Hales Drive will be closed between the junctions with St Stephen's Road and The Terrace.

Closures are planned to commence from Monday 28 October 2013 for up to 3 days, between 09:30 hours and 16:30 hours each day.

The alternative route is via St Stephen's Green, St Stephen's Hill and Manwood Avenue.

MILL LANE, BRIDGE, CANTERBURY (PROHIBITION OF DRIVING) TEMPORARY ORDER 2013

THE ROAD TRAFFIC REGULATION ACT 1984 AS AMENDED BY THE ROAD TRAFFIC (TEMPORARY RESTRICTIONS) ACT 1991

Because of works to re-line a sewer, Kent County Council has made an Order to temporarily prohibit through traffic on part of Mill Lane, Bridge, Canterbury.

Mill Lane, Bridge, Canterbury will be closed between junctions with Western Avenue and Brewery Lane.

The closure is planned to commence from 14 October 2013 for up to 2 weeks or until the works have been completed.

The alternative route is via Western Avenue, High Street and Brewery Lane.

SOUTH STREET, WHITSTABLE (PROHIBITION OF DRIVING) TEMPORARY ORDER OCTOBER 2013

THE ROAD TRAFFIC REGULATION ACT 1984 AS AMENDED BY THE ROAD TRAFFIC (TEMPORARY RESTRICTIONS) ACT 1991

Because of essential carriageway repairs, Kent County Council has made an Order to temporarily prohibit through traffic on part of South Street, Whitstable.

South Street will be closed between the junctions with Chestfield Road and Millstrood Road.

The closure is planned to commence from 14 October 2013 for up to 5 days, between 07:30 hours and 16:30 hours each day.

The alternative route is via Millstrood Road, A2990 (Old) Thanet Way and Chestfield Road.

ST LAWRENCE ROAD, CANTERBURY (PROHIBITION OF DRIVING) TEMPORARY ORDER 2013

THE ROAD TRAFFIC REGULATION ACT 1984 AS AMENDED BY THE ROAD TRAFFIC (TEMPORARY RESTRICTIONS) ACT 1991

Because of footway repair works and the removal of unsafe trees, Kent County Council intends to make an Order to temporarily prohibit through traffic on B2068 St Lawrence Road, Canterbury.

St Lawrence Road will be closed for its entire length.

The closure is planned to commence from 28 October 2013 for up to 2 weeks. Due to the nature of these works, it will not be possible to re-open the road outside the working hours.

The alternative route for diverted traffic is via A2050 New Dover Road to roundabout then Old Dover Road.

A28 STURRY ROAD, CANTERBURY (PROHIBITION OF DRIVING) TEMPORARY ORDER 2013

THE ROAD TRAFFIC REGULATION ACT 1984 AS AMENDED BY THE ROAD TRAFFIC (TEMPORARY RESTRICTIONS) ACT 1991

Because of carriageway repairs and resurfacing, Kent County Council intends to make an Order to temporarily prohibit through traffic on part of A28 Sturry Road, Canterbury.

Sturry Road will be closed to the east of the junction with Vauxhall Road, between the pedestrian crossing and the eastern entrance to the Park and Ride.

There will be no direct access between Canterbury and Sturry using the A28, during these works.

Closures are planned to commence from 28 October 2013 for up to 2 nights, between 20:00 hours through until 06:00 hours each night.

The alternative routes are

Light vehicles and buses via A291 Sturry Hill, Herne Bay Road, Sweechgate, Shalloak Road, Broad Oak Road, Vauxhall Road, A28 Sturry Road and Mill Road.

All Vehicles over 7.5 T (except buses) via A291 Sturry Hill, Herne Bay Road, Canterbury Road, A299 Thanet Way, A290 Clapham Hill, Pean Hill, Honey Hill, Blean Common, Blean Hill, Whitstable Road, St Thomas Hill, Whitstable Road, London Road, A2050 Rheims Way, A28 Ring Road and Sturry Road

HIGHWAYS – DOVER AREA

MIDDLE DEAL ROAD, DEAL (PROHIBITION OF DRIVING) TEMPORARY ORDER OCTOBER 2013

THE ROAD TRAFFIC REGULATION ACT 1984 AS AMENDED BY THE ROAD TRAFFIC (TEMPORARY RESTRICTIONS) ACT 1991

Because of gas mains replacement works, Kent County Council has made an Order to temporarily prohibit westbound traffic on part of Middle Deal Road, Deal.

Middle Deal Road will be closed to westbound traffic between the junctions with Matthews Close and Southwall Road, and will thus become one-way, eastbound.

This is planned to commence from 14 October 2013 for up to 7 weeks.

The alternative route for westbound traffic is via Albert Road, A258 London Road, Bowling Green Lane, Orchard Avenue, Church Lane and Southwall Road.

Waiting will be prohibited at all times on both sides of Middle Deal Road between the junctions with Matthews Close and Southwall Road, which will be indicated by signage and No Waiting cones.

Eastbound traffic is unaffected.

STRAIGHT MILE, BETTESHANGER (PROHIBITION OF DRIVING) TEMPORARY ORDER 2013

THE ROAD TRAFFIC REGULATION ACT 1984 AS AMENDED BY THE ROAD TRAFFIC (TEMPORARY RESTRICTIONS) ACT 1991

Because of carriageway repairs and resurfacing, Kent County Council intends to make an Order to temporarily prohibit through traffic on part of Straight Mile, Betteshanger.

Straight Mile will be closed between the junctions with the A256 and Carter Road.

The closure is planned to commence from 28 October 2013 for up to 3 days, between 09:00 hours and 16:00 hours each day.

The alternative routes are

Westbound via Cater Road and A256 Whitfield Bypass

Eastbound via Cater Road or via A256 Whitfield Bypass, Boys Hill, Willow Woods Road and Northbourne Lane

HIGHWAYS – MAIDSTONE AREA

CHURCH ROAD, HARRIETSHAM (PROHIBITION OF DRIVING) TEMPORARY ORDER 2013

THE ROAD TRAFFIC REGULATION ACT 1984 AS AMENDED BY THE ROAD TRAFFIC (TEMPORARY RESTRICTIONS) ACT 1991

Because of a railway bridge examination, Kent County Council has made an Order prohibiting through traffic on Church Road, Harrietsham, on or after 17 October 2013 for up to 1 night between 22.00hrs and 0600.hrs or until the works have been completed.

The road will be closed at the railway bridge.

The alternative route is via A20 Ashford Road, Dickley Lane, Marley Road.

(ECCLESTON ROAD, BOROUGH OF MAIDSTONE)

(SCHOOL KEEP CLEAR)

ORDER 2013

ROAD TRAFFIC REGULATION ACT 1984

The Kent County Council, acting as the local traffic authority and in exercise of their powers under sections 1(1), 2 (1) to 3, 3 (2), 4 (1) and (2) 32 (1), 45, 46, 49 and 53 of the Road Traffic Regulation Act 1984, and of all other enabling powers, after consultation with the chief officer of police in accordance with Part III of Schedule 9 to the said Act of 1984, intends to make the following Order:

The Kent County Council (Eccleston Road, Borough of Maidstone) (School Keep Clear) Order

2013 shall have effect in the Schedule as though -

SCHEDULE

PROHIBITION OF STOPPING ON SCHOOL KEEP CLEAR MARKINGS MONDAY TO FRIDAY BETWEEN 8:00AM AND 9:00AM OR BETWEEN 3:00PM AND 4:00PM

Eccleston Road	Western side	That length which extends from a point 38 metres northwest of its junction with Tovil Road across the entrance to Archbishop Courtenay C of E Primary School for a distance of 31metres in a north-westerly direction.

Full details are contained in the draft Order which together with the relevant plans, any Orders amended by the proposals and a statement of reasons for proposing to make the Order may be examined on Mondays to Fridays at Sessions House, Maidstone ME14 1XQ, between 8.30am and 5.00pm and at Maidstone Borough Council Offices, The Gateway, King Street, Maidstone during normal opening times.

Anyone wishing to support or object to the proposed Order should send the grounds in writing to: The Traffic Schemes and Member Highway Fund Manager, Kent County Council Highways, Javelin Way, Ashford, TN24 8AD or by email to TRO@kent.gov.uk by noon on Monday 04th November 2013.

GREENWAY COURT ROAD, HOLLINGBOURNE (PROHIBITION OF DRIVING) TEMPORARY ORDER 2013

THE ROAD TRAFFIC REGULATION ACT 1984 AS AMENDED BY THE ROAD TRAFFIC (TEMPORARY RESTRICTIONS) ACT 1991

Because of a railway bridge examination, Kent County Council has made an Order prohibiting through traffic on Greenway Court Road, Hollingbourne, on or after 15 October 2013 for up to 1 night between 22.00hrs and 06.00hrs or until the works have been completed.

The road will be closed at the railway bridge.

The alternative route is via A20 Ashford Road, Hospital Road.

PUDDING LANE (PROHIBITION OF DRIVING) TEMPORARY ORDER 2013

THE ROAD TRAFFIC REGULATION ACT 1984 AS AMENDED BY THE ROAD TRAFFIC (TEMPORARY RESTRICTIONS) ACT 1991

Because of a crane lifting equipment on and off of Star House, Kent County Council has made an Order prohibiting through traffic on Pudding Lane, on or after 20 October 2013 for up to 1 day or until the works have been completed.

The road will be closed from Medway Street to Earl Street.

The alternative route is via Medway Street, A229 Fairmeadow, Earl Street.

VICARAGE ROAD, YALDING (PROHIBITION OF DRIVING) TEMPORARY ORDER 2013

THE ROAD TRAFFIC REGULATION ACT 1984 AS AMENDED BY THE ROAD TRAFFIC (TEMPORARY RESTRICTIONS) ACT 1991

Because of repairs to the drainage system to prevent flooding, Kent County Council intends to make an Order prohibiting through traffic on Vicarage Road, Yalding, on or after 28 October 2013 for up to 5 days or until the works have been completed.

The road will be closed between The Beeches and Holbrook.

The alternative route is via B2010 Yalding Hill/Smith's Hill, B2163 Ewell Lane/Heath Road, Upper Hunton Hill, Hunton Hill, West Street.

VARIOUS ROADS, MAIDSTONE (PROHIBITION OF DRIVING) TEMPORARY ORDER 2013

THE ROAD TRAFFIC REGULATION ACT 1984 AS AMENDED BY THE ROAD TRAFFIC (TEMPORARY RESTRICTIONS) ACT 1991

To allow a programme of carriageway patching works to be carried out, Kent County Council has made an Order to restrict traffic on various roads in Maidstone, as shown below.

The Order will become effective on or after **17th October 2013** for up to 18 months, or until the works have been completed.

Planned dates will be indicated by signage displayed on site 14 days in advance. Road closures and other restrictions will be in effect when the appropriate signage and barriers are in place.

Every effort will be made to keep to the schedule shown below. Some minor modifications may be made to dates and duration of works, to be advised once known.

Adverse weather conditions may prevent some works being carried out on the planned dates.

Roads that are missed will be re-scheduled, as advised locally and signposted on site.

SCHEDULE

MAIDSTONE

CHILLINGTON STREET – whole length **17th October 2013**

Alternative route via John Street, Thornhill Place, Fisher Street, Arundel Street

ARUNDEL STREET – junction with Peel Street **18th October 2013**

Alternative route via Peel Street, Canning Street, Chillington Street

PERRY STREET – junction with Albert Street **21st October 2013**

Alternative route via Albert Street, Perryfield Street

ROSEACRE LANE, BEARSTED – junction with A20 Ashford Road

21st October 2013 for 10 working days

Alternative route via The Landway, A20 Ashford Road

PEEL STREET – outside Ragstone Lodge **22nd October 2013 for 2 working days**

Alternative route via Fisher Street, Well Road, Boxley Road, Sandling Road, The Hedges, Hillary Road, Peel Street

CARING LANE, THURNHAM – junction with A20 Ashford Road

28th October 2013 for 5 working days

Alternative route via Caring Road, Otham Lane, A20 Ashford Road

SANDWAY ROAD, LENHAM – outside Sunnybank **4th November 2013 for 3 working days**

Alternative route via Headcorn Road, Church Lane, Boughton Road, Lenham Heath Road

HAMPTON ROAD – junction with Bearsted Road **4th November 2013**

Alternative route via A249 Sittingbourne Road, Bearsted Road

HIGHWAYS – SEVENOAKS AREA

VALLEY ROAD, FAWKHAM, SEVENOAKS (PROHIBITION OF DRIVING) TEMPORARY ORDER 2013

THE ROAD TRAFFIC REGULATION ACT 1984 AS AMENDED BY THE ROAD TRAFFIC (TEMPORARY RESTRICTIONS) ACT 1991

Because of allowing BT Safe access to the carriageway to undertake cabling works, Kent County Council has made an Order prohibiting through traffic on Valley Road, Fawkham, Sevenoaks, on or after 15th October 2013 for up to 5 days or until the works have been completed.

The road will be closed at Valley Road from the junction with Speedgate Hill to the junction with Manor Lane and there will be no access for through traffic at this location.

The alternative route is via: Valley Road, B260, Darenth Hill, Parsonage Lane, A225, A20, Scratchers Lane, Brands Hatch Road, Valley Road and vice versa.

HIGHWAYS – SHEPWAY AREA

BLACKHOUSE HILL, HYTHE (PROHIBITION OF DRIVING) TEMPORARY ORDER 2013

THE ROAD TRAFFIC REGULATION ACT 1984 AS AMENDED BY THE ROAD TRAFFIC (TEMPORARY RESTRICTIONS) ACT 1991

Because of carriageway repair works, Kent County Council has made an Order to temporarily prohibit through traffic Blackhouse Hill, Hythe.

Blackhouse Hill, Hythe will be closed for most of its length, with no through access between Hythe and the A20 using this route.

Access will remain along Bargrove (from the A20) to where it becomes Blackhouse Hill, but there will be no through access.

Closures are planned to commence from 14 October 2013 for up to 3 days, between 09:30 hours and 15:30 hours each day.

The alternative route is via Bargrove, A20 Ashford Road, Stanford Intersection, Ashford Road, A261 Hythe Road, London Road, A259 Military Road (Dymchurch Road and Scanlon's Bridge Road in reverse), Rampart Road, Prospect Road, Station Road and Blackhouse Hill.

COLDHARBOUR LANE LEVEL CROSSING, OLD ROMNEY (PROHIBITION OF DRIVING) TEMPORARY ORDER 2013

THE ROAD TRAFFIC REGULATION ACT 1984 AS AMENDED BY THE ROAD TRAFFIC (TEMPORARY RESTRICTIONS) ACT 1991

Because of level crossing maintenance, Kent County Council has made an Order to temporarily prohibit through traffic on Coldharbour Lane Level Crossing, Old Romney.

Coldharbour Lane will be closed in the vicinity of the level crossing.

Closures are planned as follows

Monday 14 October 2013 from 23:00 hours through until 05:30 hours

Tuesday 15 October 2013 from 23:00 hours through until 05:30 hours

For further information, please contact Kent County Council Highways and Transportation, on 0300 333 5539 (local rate) or visit www.kent.gov.uk/highways

Kent County Council
kent.gov.uk

Saturday 2 November from 00:05 hours through until **Monday 4 November** at 04:00 hours

The alternative route is via Midley Wall and Beggarsbush Lane.

Please note there is an additional date added since this was first publicised.

CHERITON ROAD, FOLKESTONE (PROHIBITION OF DRIVING) TEMPORARY ORDER 2013

THE ROAD TRAFFIC REGULATION ACT 1984 AS AMENDED BY THE ROAD TRAFFIC (TEMPORARY RESTRICTIONS) ACT 1991

To enable a detailed examination of the railway bridge to be carried out, Kent County Council intends to make an Order to temporarily prohibit through traffic on part of Cheriton Road, Folkestone.

Cheriton Road will be closed in the vicinity of the railway bridge, with no through access between the junctions with Castle Hill Avenue and Radnor Park Road.

The closure is planned to commence on Saturday 2 November 2013 from 22:00 hours through until 06:00 hours.

The alternative routes are

Northbound via Cheriton Road, Foresters Way, Grace Hill, Foord Road North and Radnor Park Road

Southbound via Radnor Park Road, Pavilion Road, Black Bull Road, Foord Road North, New Street, Bradstone Road, Dover Road, Grace Hill, Shellons Street, Middelburg Square, Cheriton Gardens, Shorncliffe Road and Castle Hill Avenue

There will be a suspension of the Order that prevents right turns from the northbound carriageway of Castle Hill Avenue into Cheriton Road.

CRETE ROAD EAST, FOLKESTONE (PROHIBITION OF DRIVING) TEMPORARY ORDER 2013

THE ROAD TRAFFIC REGULATION ACT 1984 AS AMENDED BY THE ROAD TRAFFIC (TEMPORARY RESTRICTIONS) ACT 1991

For the safety of the public and workforce during carriageway repair works on B2011 Dover Hill, Kent County Council has made an Order to temporarily prohibit through traffic on Crete Road East, Folkestone.

Crete Road East will be closed at the junction with Dover Hill.

Closures are planned to commence from 16 October 2013 for up to 2 days, between 09:00 hours and 16:30 hours each day.

Access remains from A260 Canterbury Road. The alternative route for through traffic is via B2011 Dover Hill, A260 Hill Road and Canterbury Road.

TONTINE STREET, FOLKESTONE (10 MPH SPEED LIMIT) TEMPORARY ORDER 2013

THE ROAD TRAFFIC REGULATION ACT 1984 AS AMENDED BY THE ROAD TRAFFIC (TEMPORARY RESTRICTIONS) ACT 1991

For the safety of the public and workforce during carriageway repairs, Kent County Council intends

to make an Order imposing a temporary mandatory maximum speed limit of 10 miles per hour on part of Tontine Street, Folkestone.

This applies from the junction with Harbour Street as far as where Tontine Street splits.

The restrictions are planned to commence from 28 October 2013 for up to 2 days, between 09:30 hours and 15:30 hours each day, and are in force when the relevant 10 mph speed limit signs are on display.

WENHAMS LANE, OLD ROMNEY (PROHIBITION OF DRIVING) TEMPORARY ORDER OCTOBER 2013

THE ROAD TRAFFIC REGULATION ACT 1984 AS AMENDED BY THE ROAD TRAFFIC (TEMPORARY RESTRICTIONS) ACT 1991

Because of cabling works in connection with the forthcoming Solar Farm, Kent County Council has made an Order to temporarily prohibit through traffic on Wenhams Lane, Old Romney.

The closure is planned to commence from 14 October 2013 for up to 7 weeks or until the works have been completed.

There will be no access for through traffic between with Ivychurch and the A259 using this route.

The alternative route is via A259 Rhee Wall, Brenzett Roundabout, A2070 Ashford Road, Ivychurch Road and Wenhams Lane.

HIGHWAYS – SWALE AREA

WISES LANE, SITTINGBOURNE (PROHIBITION OF DRIVING) TEMPORARY ORDER 2013

THE ROAD TRAFFIC REGULATION ACT 1984 AS AMENDED BY THE ROAD TRAFFIC (TEMPORARY RESTRICTIONS) ACT 1991

Because of carriageway repairs and resurfacing, Kent County Council intends to make an Order to temporarily prohibit through traffic on part of Wises Lane, Sittingbourne.

Wises Lane will be closed between the junctions with Brier Road and Maylam Gardens.

Closures are planned to commence from Thursday 31 October 2013 for up to 2 days, between 09:00 hours and 16:00 hours each day.

The alternative route is via A2 London Road, Adelaide Drive, Borden Lane, The Street and Wises Lane.

HIGHWAYS – THANET AREA

A256 HAINE ROAD, RAMSGATE (PROHIBITION OF DRIVING) TEMPORARY ORDER 2013

THE ROAD TRAFFIC REGULATION ACT 1984 AS AMENDED BY THE ROAD TRAFFIC (TEMPORARY RESTRICTIONS) ACT 1991

Because of carriageway repairs and resurfacing, Kent County Council has made an Order to temporarily prohibit through traffic on part of A256 Haine Road, Ramsgate.

Haine Road will be closed between Lord of the Manor Roundabout and the junction with Manston Road.

Closures are planned from Thursday 17 October 2013 for up to 2 nights, between 19:00 hours through until 05:00 hours each night.

The alternative route is via Lord of the Manor Roundabout, A299 & A255 Canterbury Road East, Nethercourt Hill, High Street St Lawrence, B2014 Newington Road, B2050 Manston Road and A256 Haine Road.

HIGHWAYS – TONBRIDGE & MALLING AREA

VICTORIA ROAD, HADLOW (PROHIBITION OF DRIVING & CLOSURE OF PUBLIC RIGHT OF WAY MT136) TEMPORARY ORDER 2013

THE ROAD TRAFFIC REGULATION ACT 1984 AS AMENDED BY THE ROAD TRAFFIC (TEMPORARY RESTRICTIONS) ACT 1991

Because of the demolition and reconstruction of the Golden Green Culvert, Kent County Council intends to make an Order prohibiting through traffic on Victoria Road, Hadlow, on or after 28 October 2013 for up to 22 weeks or until the works have been completed. The Public Right of Way MT136 will also be closed.

They will be closed at the Golden Green Culvert.

The alternative route for vehicular traffic is via Three Elm Lane, A26 Tonbridge Road, Court Lane.

HIGHWAYS – TUNBRIDGE WELLS AREA

RIDDLESDALE AVENUE (PROHIBITION OF DRIVING) TEMPORARY ORDER 2013

THE ROAD TRAFFIC REGULATION ACT 1984 AS AMENDED BY THE ROAD TRAFFIC (TEMPORARY RESTRICTIONS) ACT 1991

Because it is necessary to clear a blocked water main, Kent County Council intends to make an Order prohibiting through traffic on Riddlesdale Avenue, on or after 28 October 2013 for up to 10 days or until the works have been completed.

The alternative route is via East Cliff Road and New England Road.

WINDMILL HILL, CROOK ROAD & PIXOT HILL, BRENCHLEY (PROHIBITION OF DRIVING) TEMPORARY ORDER 2013

THE ROAD TRAFFIC REGULATION ACT 1984 AS AMENDED BY THE ROAD TRAFFIC (TEMPORARY RESTRICTIONS) ACT 1991

Because of carriageway resurfacing and vegetation clearance, Kent County Council intends to make an Order prohibiting through traffic on Windmill Hill, Crook Road & Pixot Hill, Brenchley, on or after 28 October 2013 for up to 1 week or until the works have been completed.

Windmill Hill will be closed between Crook Road and Windmill Cottages, Crook Road between Wat Tylers Barn and The Ridgeway and Pixot Hill between Crook Road and Fairways.

The alternative route is via Brenchley Road, Coppers Lane, B2160 Maidstone Road/Gedge's Hill, Chantler's Hill, Mascall's Court Road, Pearson's Green Road, Crook Road.

John Burr
Director of Highways & Transportation
Kent County Council
Invicta House
County Hall,
Maidstone
Kent ME14 1XQ

Dated 13th October 2013

For further information, please contact Kent County Council Highways and Transportation, on 0300 333 5539 (local rate) or visit www.kent.gov.uk/highways

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The genius from the pits

Peter Broadbent had talent like few others in one of English football's greatest teams. **Greg Miles** finds out about the legend from a Kent mining village who died last week.

EVEN being named as the favourite player of both Sir Alex Ferguson and George Best, among millions of adoring fans, might not do the great Peter Broadbent full justice.

Born in Elvington, just north of Dover, the diminutive midfielder was one of the most admired players of the 50s and 60s, playing in the star-studded Wolverhampton Wanderers side who picked up three league titles, an FA Cup and the Charity Shield during his time with the club.

And in an extraordinary coincidence, he played alongside another Wolves great of that era, Jimmy Murray, who came from the same street as him in the Kent mining village.

Broadbent passed away last week at the age of 80 after a long battle with Alzheimer's. He leaves behind many memories for those supporters who watched him from the terraces at Wolves' Molineux ground and indeed around the country.

An inside-forward, he had incredible grace, vision and skill, making him a star performer in a Wolves side that won back-to-back First Division titles and scored more than 100 goals a season for four campaigns running.

From his days near the pits to his retirement, he was known as a quiet and unassuming man who did all his talking on the pitch.

Sadly, he never hit the heights internationally, which had a lot to do with how the England side was governed at the time.

Steve Gordos, a Wolves fan and former sports editor of West Midlands newspaper Express and Star, penned Broadbent's autobiography in 2008 and read a eulogy at his funeral earlier this week.

"If you were to talk about a modern-day player, he was like Lionel Messi and had the passing of David Beckham and the midfield play of Frank Lampard – he was a genius," he said. "It's amazing the number of older fans who still say he is their favourite player.

"Off the field he was totally opposite of what he was on it. He was very quiet and had a quiet sense of humour. He wasn't a big I-am or a playboy."

While his time in Kent was short before he became the most expensive teenager in British football at the time, the county can be proud of what he achieved.

Growing up in the mining town of Elvington, he could have had a life down the pits, but his mercurial talent took him along a very different path.

He played for his school, Deal Secondary Modern, and then Dover Town in the Kent League.

He played in the reserves before becoming a regular in the first team during the 1949/50 season, which proved to be his last at the Crabble, with his final appearance coming in the Kent Senior Shield final in which Dover beat Kent League champions Ramsgate 4-0 at Margate.

Brentford came calling, signing him when he turned 17, but he did not stay long in west London. He made just 16 appearances for the Bees alongside players such as Jimmy Hill before Wolves paid the-then huge sum of £10,000 for his services in February 1951.

He was a fringe player in his first year at the club but had an extended spell in the side in 1952/53, making the inside-forward spot his own the following season.

"He was part of the team that won the championship in 53/54 after years of trying. He was only 20 then – you could call him the apprentice then, but in later years he was the sorcerer," said Gordos. "He was a supreme artist."

That year proved to be a momentous one not just for Wolves but for English football. The national side were embarrassed 6-3 by Hungary and their talismanic striker Ferenc Puskás.

Career record, 1950-71

Brentford
16 games, 2 goals

Wolves
452 games, 127 goals

Shrewsbury Town
69 games, 7 goals

Aston Villa
64 games, 2 goals

Stockport County
31 games, 1 goal

Bromsgrove Rovers
19 games, 17 goals

England
7 games, 2 goals

Honours

First Division
1953/54, 1957/58, 1958/59

FA Cup
1960

FA Charity Shield
1959

It provided the catalyst for formational changes and a new way of thinking for England's tacticians.

There was also a series of floodlit matches played at Molineux, including a visit from Budapest Honved, whose players had made up most of the team that had trounced England.

The old-gold and black of Wolves prevailed, leading the Press to name them champions of the world. Other matches under the lights included wins over Real Madrid, Spartak Moscow and Celtic, with Broadbent playing in all of them.

The 1953/54 campaign also provided an international breakthrough for Broadbent as he played in England's first-ever under-23 international alongside such names as Manchester United legend Duncan Edwards against Italy in Bologna, which they lost 3-0.

It was his one and only cap at that level and he had to wait two more years until he earned an England B cap in 1956. Cruelly, he was rarely favoured for England's senior side, which had a lot to do with Fulham's Johnny Haynes being the apple of the hierachy's eye. He played just seven times for his country at senior level, making his debut in difficult circumstances. He was part of the Three Lions squad that travelled to the 1958 World Cup in Sweden, but he did not play in any of the group games until a crucial match against the USSR.

With England and the Soviets level on points, it was decided they would have a play-off match to see who would finish second and qualify for the knockout stages. It was, you would think, not the sort of game in

THE GLORY BOYS: Wolves players Peter Broadbent, left, Gerry Mannion, middle, and Malcolm Finlayson on the train home after winning the FA Cup in 1960 with a 3-0 win over Blackburn Rovers at Wembley

Pictures: WOLVERHAMPTON WANDERERS

> "He was like Lionel Messi, had the passing of David Beckham and the midfield play of Frank Lampard… he was a genius"
>
> **Steve Gordos**, Wolves fan and biographer

who had it all

GEORGE POYSER: THE GEM FINDER

EVERY successful player has to be given their chance somewhere down the line.

It was George Poyser who discovered the talents of Peter Broadbent, third from the left in the middle row above, while at Dover Town.

Poyser was player-manager at The Crabble and also responsible for unearthing another Wolves legend, Jimmy Murray, who by coincidence grew up in the same street as Broadbent in Elvington. The striker, who is first left on the back row above, scored 199 goals in 273 games for the Midlands side.

Poyser enjoyed a pre- and post-war playing career at Wolves himself before spells with Mansfield, Port Vale, Brentford, Plymouth Argyle and then Dover.

A formidable scout, he had a keen eye for talent and after leaving Dover went on to coach at Brentford shortly after they had signed Broadbent aged 17.

Less than a year later, Broadbent became the country's most expensive teenager, costing Wolves £10,000, who by then also had Poyser on their staff.

Poyser then went on to manage at Notts County from 1953-57, after which he became an assistant coach at Manchester City.

When they were relegated to the Second Division in 1963, he took over as manager but could not take them back to the top flight and was sacked in 1965. His replacement Joe Mercer went on to win promotion, a First Division title, FA Cup, League Cup and European Cup Winners' Cup in his time at Maine Road.

Murray, meanwhile, went on to play for Manchester City himself and had spells with Walsall and Telford United before retiring in 1971 to run a greengrocers. He died aged 72 in 2008.

which to blood young talent, but manager Walter Winterbottom thrust a young Broadbent into the limelight in place of West Brom's Bobby Robson. Although England lost 1-0 and in doing so incurred the wrath of the media back home, Broadbent came out with great credit.

He later scored twice in a 2-2 draw with Wales, after which England legend Sir Stanley Matthews urged in a national newspaper that the England side be built around the Wolves man.

Broadbent's final game for Wolves came on Boxing Day in 1964 and he moved on to Third Division Shrewsbury. Two years later, he was back in the top flight with Aston Villa before seeing out his Football League career at Stockport County.

A short stint at Bromsgrove Rovers followed before one of football's greats did as many of the old school had to and ran his own business, starting up his own babyware shop in Halesowen in the West Midlands.

Sport Shorts

» Email sports@kosmedia.co.uk or call Greg Miles on 01303 817177

Byrne takes point advantage into title decider at Brands

SHANE Byrne's title challenge is well and truly in the balance with just one point separating him and Alex Lowes going into the final round of the British Superbike Championship.

The Sittingbourne rider, who is bidding to win a record fourth series title, picked up a second and first at Silverstone at the weekend. His rival Lowes matched that to maintain the one-point gap between the two.

Byrne's victory in race two came down to the wire as the pair battled it out side by side on the finishing straight, Byrne clinching the win by just 0.012 seconds.

The weekend did not get off to a great start for the 36-year-old when he crashed in the free practice session.

The final round of three races takes place on October 19-20 at Brands Hatch.

Picture: ANDY KELLY

TITLE: Byrne in lead

DEGALE: Fighting on November 16

DeGale back at Glow for third fight

OLYMPIC gold-medallist James DeGale is returning to Glow at Bluewater next month for a televised fight.

The WBC Silver super-middleweight champion, who won gold in Beijing in 2008, will be fighting his third contest at the venue against a yet-to-be-named opponent on November 16.

"It really is a superb arena to fight at and I can't wait to get in there and put on the kind of display where people take note and see that I'm ready and willing to fight the best," said the 27-year-old.

Title chase ends in defeat for duo

OMAN Air Motorbase saw their title hopes dashed as they finished outside the points for the first time this season after a shunt in the final round at Donington Park.

The Wrotham-based team of Ahmad Al Harthy and Michael Caine had an outside chance of claiming the title going into the ninth round of the British GT Championship, but a clash with a rival competitor effectively ended their hopes in the two-hour race.

"Looking back over the season as a whole, it's been great," said Al Harthy. "We've had two wins, lots of points finishes and even though we had the weight penalty in the car all year we still managed to arrive at Donington with a chance of the title."

Four awards for fans' favourite

DARREN Stevens picked up the top four gongs at Kent's end-of-season awards.

The all-rounder claimed the player of the season, batsman, bowler and fielder of the season titles.

The 37-year-old finished with the highest catches, runs and wicket totals across all formats.

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